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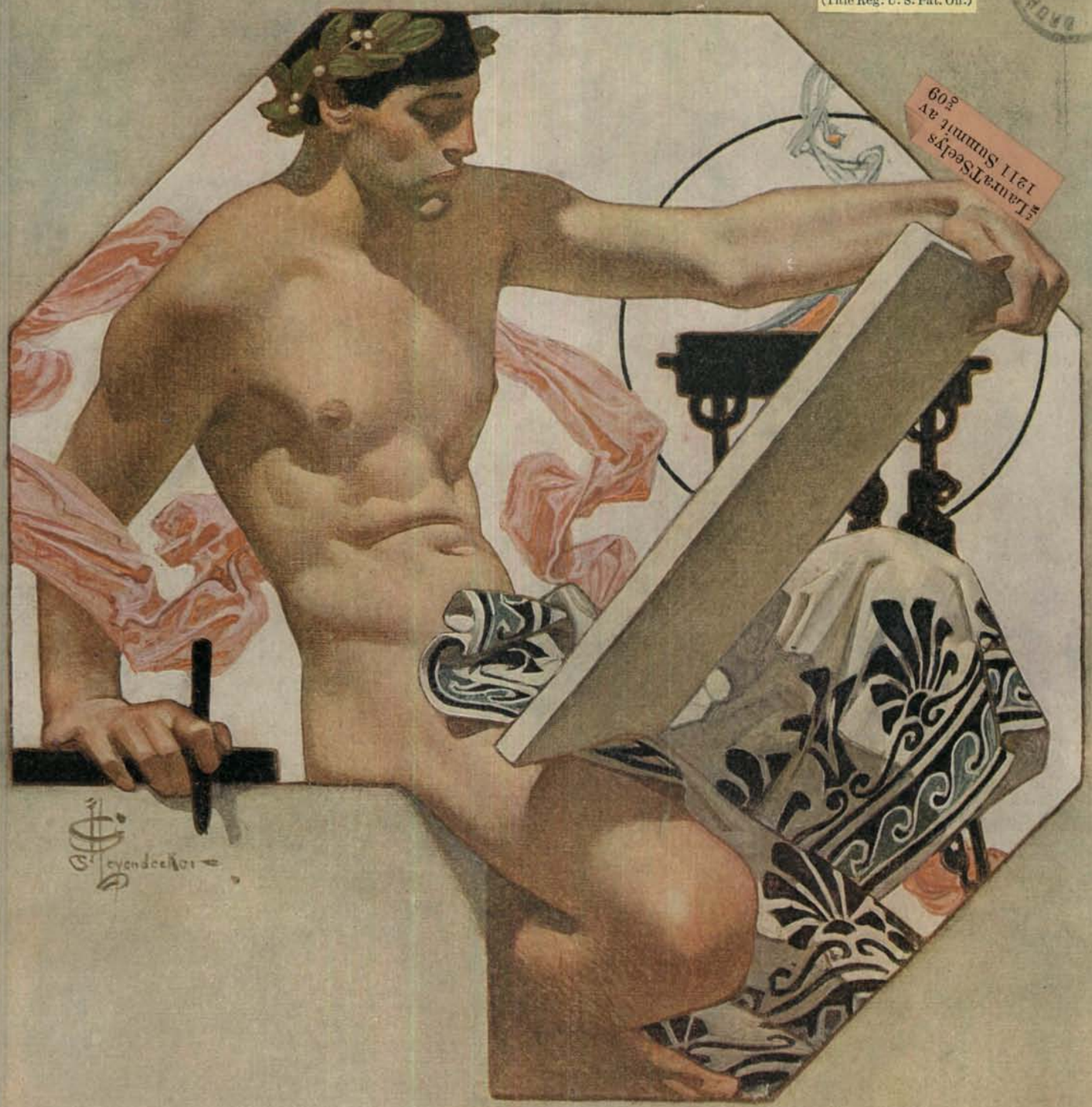

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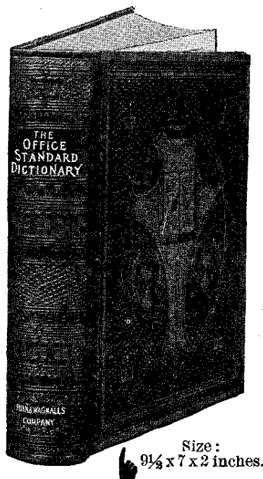

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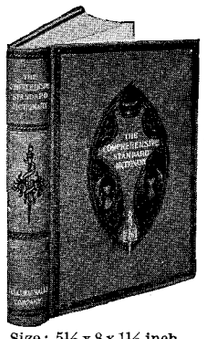

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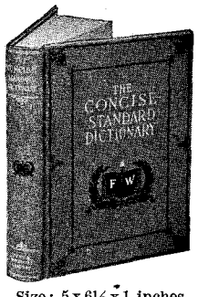

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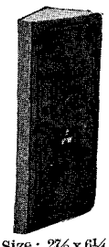

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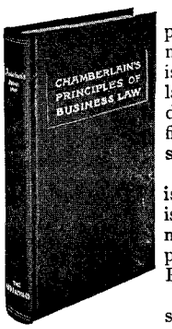

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VOL. XXXVIII., NO. 24 NEW YORK, JUNE 12, 1909 WHOLE NUMBER, 999

TOPICS OF THE DAY

OUR CITIZENS MISTREATED IN CENTRAL AMERICA

A REVELATION of the mistreatment of United States citizens in Central America, in *Uncle Sam's Magazine* (New York) for June, is of such startling importance that efforts were made by agents of the Guatemalan Government to buy up and suppress the whole edition. The article is written by Mr. Edwin Emerson, who has traveled and campaigned in the regions he writes of, and the amazing stories he tells are matters of record with the State Department at Washington. From Mr. Emerson's account it appears that in the turbulent countries lying between the United States and the Panama Canal Zone our citizens must endure without redress insult, spoliation, flogging, and other injuries at the hands of the authorities. From Guatemala alone, we are told, more than half a hundred official outrages against American citizens have been recorded within the last four years, and in but one case—and then only because of the personal intervention of President Roosevelt—was any redress obtained. Nor is the situation in Guatemala, we are assured, other than typical.

MR. EDWIN EMERSON AND A PARTY OF FRIENDS.

Mr. Emerson, whose pen has exposed the mistreatment of our citizens in Central America, sits between Mrs. Emerson and Mrs. Francis J. Heney (whose face is obscured by her veil). On the front seat of the automobile is Mr. Heney, famous for his exposures of graft.

Mr. Emerson tells of the property of rich Americans calmly appropriated, at their death, by officers of the Guatemalan Government; of lawyers who sought to investigate these matters languishing in prison for their pains; of a well-to-do contractor from Pennsylvania strung up by the thumbs and flogged because he had inadvertently failed to recognize the alcalde of San Felipe; and of other American citizens thrust into solitary confinement without trial or warrant for offenses equally trivial or imaginary. He cites the case of an American who died of fever in a hotel of Santo Tomas with $60,000 in his possession. This money mysteriously disappeared, and the authorities manifested no interest in the matter beyond keeping the death as long as possible from the knowledge of the American Consul. But the tale of atrocities does not pause here. We read:

"More flagrant even than this was something that happened to another American citizen one year later in Guatemala City. On March 8, 1907, Mark Love, a prosperous and well-known American merchant, who for many years had done business in Guatemala, mysteriously disappeared in Guatemala City. Ten days later his body was found at the bottom of a well. There was every evidence that the man had been murdered. He had been disemboweled, his fingers were cut off, and his mutilated body was tied in a sack. All the efforts of the American Consul-General in the capital to arouse the Guatemalan authorities to action over this outrage against the life of an American citizen, proved unavailing. It is stated now that this man was killed by mistake by some of the Guatemalan Government's hired assassins, who believed him to be involved in a plot against the life of Estrada Cabrera.

"A number of other Americans in Guatemala have had the misfortune to be believed guilty of plotting against Cabrera, for Cabrera's capital is always full of plots and counterplots. Thus, after certain Guatemalan revolutionists attempted to blow up their President with a bomb, some half-dozen American citizens — railway contractors, engineers, and miners, living far from the scene, were arrested and dragged to jail because they were found to have sticks of dynamite in their tool-shops. There was not a particle of other proof against any of these men, nor did they ever receive a legal hearing, or proper trial in court. They were simply kept in jail, regardless of all law, and of the protests of the American Consul-General, only to be released in the end and expelled from the country, after suffering spoliation of their property. One only, Guy Lee, escaped prison by the personal intervention of Mr. William Kent, our latest Consul-General in Guatemala, who happened to be passing by when this American citizen was seized by the soldiers. Even then the Consul's intervention would not have availed had Mr. Kent not drawn a pistol."

The one man in recent years to obtain redress from the Guatemalan Government, according to Mr. Emerson, was a hotel-keeper

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named Simon Shine, who was brutally and wantonly beaten by General Aris, Governor of the Department of Zacapa. Mr. Shine's first complaint was made through the American Consulate, officially reported, and apparently pigeon-holed. He then wrote the following letter to President Roosevelt:

"DEAR PRESIDENT ROOSEVELT: I write this letter to let you know that I have been shamefully abused by the Governor of the Department of Zacapa, Gen. Enrique Aris. He himself struck me. At the same time two other Americans were nearly clubbed to death by pistols that were in the hands of Governor Aris.

"On the night of September 16 Governor Aris, with his bodyguard, rode up to my place, got off their horses and came in. There were some words and I answered as best I could in Spanish All I said was: 'Si, Señor.' Thereupon the General hit me a hard blow in the face, and his nephew, who stood behind him, reached over and hit me on the head with his revolver, a heavy forty-four. At this a number of them closed on me and began pounding me. Somebody snatched my gold watch from my pocket. They dragged me off to jail and kept me there all night. Next day I was let out.

"Another American, George Milliken, was standing outside of my place, and the Governor's friends beat him with their revolvers until he was nearly dead. He is badly hurt and is now in the hospital. Also they pounded to jelly the face of Monroe Williams, another American, who was a bystander.

"Please, Mr. President, won't you order our man-of-war now at Puerto Cortez to come over here and investigate the beating up of American citizens? Then Guatemala will have to do me justice and I will be sure of getting the same good treatment that Guatemalans get in our country. *This is my right as a citizen, and that is all I ask.*

"Mr. President, please protect us! We have no one to look to but you."

Mr. Emerson here takes up the story:

"When this letter reached Mr. Roosevelt things began to happen. For a while the wires were kept hot between Washington and Guatemala. Our Consul-General in Guatemala City, in the absence of the American Minister, was instructed to call in person upon the Guatemalan President and to demand prompt and full reparation in no uncertain language. Mr. Kent appears to have followed his orders to the letter—at all events, the Guatemalan Government hastened to make a formal apology, recalled the offending Governor from his post, and paid monetary damages of $6,000 each to the American citizens who had been outraged."

ONE THAT'S NOT A BUBBLE.
—Williams in the Boston *Herald*.

There will never be any lasting peace or progress in Central America, says Mr. Emerson, until we "put these quasi-republics under the same kind of protectorate as Cuba." Elihu Root's dreams of arbitration and of Pan-American peace under the egis of the Monroe Doctrine seem to this writer as far as ever from realization. We read:

"Only lately General Zelaya, the military dictator of Nicaragua, was mobilizing his tatterdemalion hordes against his neighbors, Salvador and Costa Rica. This move was met by Estrada Cabrera, the Guatemalan usurper, by the massing of his barefooted troops on the frontiers of Salvador and Honduras. When our American representatives in those countries tried to make peace between the hostile factions, their attempts at mediation were flouted, their diplomatic dispatches were opened and mutilated, and insult was added to injury until our Minister and Chargé d'Affaires had to be withdrawn from Nicaragua, while our Minister and Consul-General in Guatemala are in a constant state of conflict with the self-constituted ruler of that country.

"Lest any American should think that Uncle Sam's efforts at peaceful mediation between those countries is an act of officious meddling, let it be remembered that only two years ago all these Central-American States, at a so-called peace conference in Washington, not only solemnly agreed to keep the peace, but practically implored their nearest neighbors—Mexico and our United States—to act as guarantors of these latest pledges of peace.

"As soon as Uncle Sam, however, undertook to make good these pledges his first efforts in this direction were rudely repulsed."

PROPOSED AIR-SHIP COAST PATROL

THE most significant result of Count Zeppelin's latest aerial performance seems to be its effect on our War Department. The order to formulate plans for a fleet of dirigibles for Atlantic coast defense followed almost immediately Count Zeppelin's 900-mile flight. While this may have been a mere coincidence, some editors take it as an official declaration from the United States Government that the dirigible has at last been proved practicable as a defensive agent. So far the plan is tentative and probably will not be authoritatively outlined for several weeks. A Washington dispatch, however, goes into some detail thus:

"The scheme involves the establishment of balloon-houses all along the Atlantic coast, from Maine to Florida. These stations, according to the preliminary ideas of the experts, will be about 250 miles apart, this being considered a safe limit flight endurance for air-ships of the present day.

"At each station there will be groups of two and possibly three of these balloon-houses so that if an air-ship from one station makes its way to another there will be a place for storing and taking care of it. The coast will be divided into zones, and air-ships will be assigned to each zone. The zone will extend a specified distance seaward from each station. The experts do not know how many air-ships will be necessary to protect the coast satisfactorily.

"It is not the present intention to use air-ships as fighting-craft, and the plans do not contemplate the development of strategetical tactics for conflict. The idea is that the most efficient and useful work of the air-ship is to go scouting at sea, flying back to shore to give the alarm when a fleet of the enemy is sighted. Should the enemy send up air-ships from the ships, the land batteries will be supposed to take care of them. The balloon-stands will be placed as near the coast defenses of the coast artillery as is deemed practicable."

The press, however, pretty generally admit a strong suspicion that Congress will not look upon the idea with as great favor as the War Department. The Springfield *Republican* likewise believes that this country can afford to await the results attained by the Europeans, whose "geographical position seems to drive them into costly and exhaustive tests of the military possibilities of aeronautics." The present plans are considered "mainly educational," by this paper, in view of the expected inaction of Congress. If the plans interest the public, then public sentiment will prod Congress to provide the appropriations. The coast balloons, adds this writer, are probably not intended to protect us from European air-ships winging their way across the Atlantic, but

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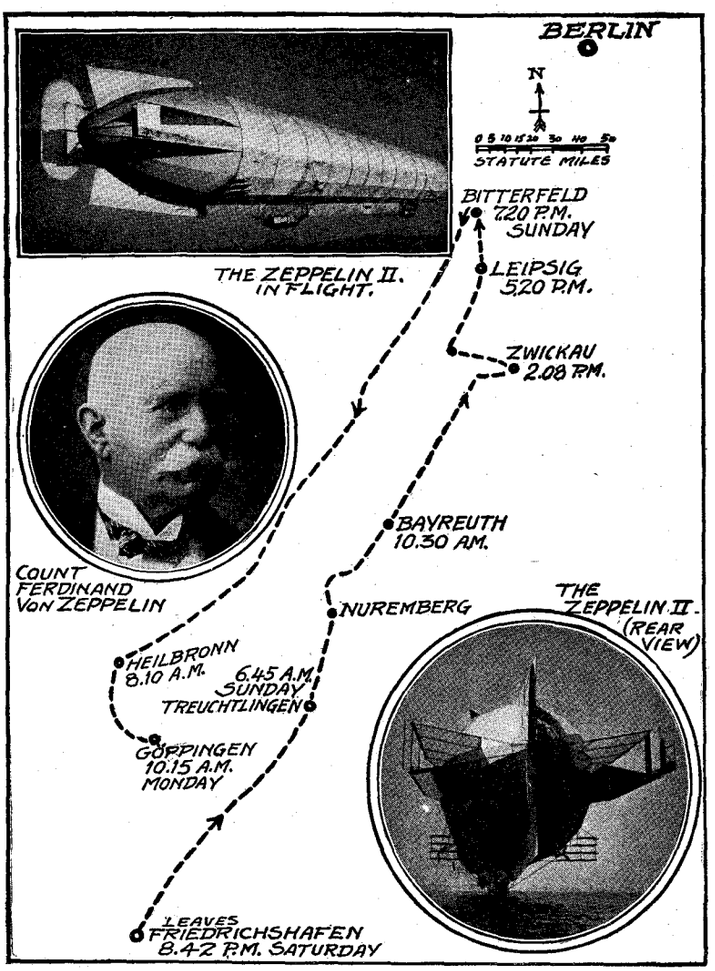
would serve rather to spy out "the coming of the marine navies to ravage our shores"—

"The balloons would scout along our coast at such altitudes as they could attain, watching for the approaching fleet; and, when observed, its location and apparent destination would be immediately telegraphed to the home station by wireless. The scheme seems not impossible of attainment as an auxiliary of the coast-defense system, yet unquestionably there must be considerable progress made in dirigible ballooning before it could be rendered effective under the various conditions of weather to which the coast is constantly subject. The dangers of ballooning along a seashore, which are so well known to every aviator of experience, would have to be overcome much more than they have been to make an air-ship coast patrol a profitable or a feasible undertaking.

"If Congress were to support such an enterprise in the interest of national defense, it would need to proceed frankly on the understanding that in its early stages the system would be exceedingly rudimentary and inefficient. Experimentation by the signal corps would undoubtedly add much to the general store of knowledge and thus tend strongly to promote the science of aviation for commercial as well as for war purposes."

Most of the editors, while still undecided about the advisability of the coast defense, are nevertheless enthusiastic over the more peaceful possibilities of the Zeppelin air-ships. Wilbur Wright's statement after the German flight, that a "year from now may see a trans-Atlantic trip successfully negotiated," is taken by many as of the first importance. The preparation of a Zeppelin line from Frankfort to Berlin for commercial purposes is also hailed as a convincing argument that the air-ship has arrived.

The fact that it was a dirigible balloon which accomplished the marvelous feat of covering the distance of about 850 miles in 37 hours, leads some of the writers to draw comparisons between this type and that of the Wright brothers' machine, the aeroplane.



From the New York "Times."

MAKING A HIGHWAY OF THE AIR.

"Certainly the Count has again made the performances of the aeroplane navigator look like children at play," says the New York *Evening Post;* and the Washington *Post* believes that "Count Zeppelin's long flight has done more to convince the skeptical that man shall ultimately fly than all the successes of the aeroplanists." The Boston *Journal* also remarks that "apparently civilization must look to such air-ships as the Zeppelin type for any great development of aerial traffic."

The New York *Times*, in a defense of the aeroplane, says:

"Wilbur Wright is kind and courteous enough to say that there is room for both dirigible balloons and aeroplanes, and that each, when brought to perfection, will serve purposes beyond the attainment of the other. That may be so, and he ought to know, but for any other than a few military uses the dirigible appeals much more to the imagination than to the intelligence, while the motor-driven plane has its scientific soundness demonstrated by every bird that flies. Its great merit, in comparison with its rival, is ease of control. It will not be anything like as much at the mercy of the winds, and human skill will count for more in the determination of its fate and destination. Then it costs much less, and that is no small superiority.

"The aeroplane can already carry two passengers, and, while its capacity is more strictly limited than that of the dirigible, a whole fleet of the smaller machines can be made for what would have to be spent for one of its rivals."

Count Zeppelin himself considers his present work as merely a promise of what is to come. He is, however, firm in his conviction that at present his air-ship could play an important part in any hostile demonstration. The New York *Globe* comments upon this phase of the situation as follows:

"From almost any point on the northwestern slope of the German frontier the distance in a straight line to the English coast is approximately 200 miles. An air-ship taking the direct course would have to travel over Belgium and the Netherlands. By adding a little to the distance, however, it could entirely skirt the Netherlands and follow what would be a wholly over-water route. Hence, if conditions were favorable, if the air-ship were not driven out of its course, the Count could travel from Germany to the English coast and back again twice in thirty-seven hours—the time spent in his last flight from Friedrichshafen—and mayhap have something to spare. So much for the present. But the present is not all. The Count declares that in the very near future there will be air-ships maintaining a speed of 40 miles an hour, capable of traveling 2,000 miles in two days. When that time comes it will be possible for the German air-ship to pay the British coasts four or five visits in forty-eight hours. But speak it lightly. For when it becomes known we may expect our terror-stricken brothers of the British Isles to curl up and die."

The New York *World* is less convinced of the air-ship's practicability for war purposes, and emphasizes its limitations thus:

"The Zeppelin ship is about 450 feet long and 50 feet wide. At home it is housed on a floating raft in the middle of a lake to give it plenty of space. It can make an emergency stop in a field as big as the parade-ground at Prospect or Van Cortlandt Park. It calls for more than 400,000 cubic feet of gas at one filling. It is enormously expensive, very fragile, useless in high winds.

"Apparently, air-ships will never transport armies of attack. Their enormous cost, the vast area required, the difficulties of landing, the dependence upon weather conditions, seem to preclude such use. Similar reasons make their employment in passenger service doubtful. They may become the playthings of

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rich men, tho not for years to come, if ever, in any such numbers as the automobile. In war they should be valuable for scouting and observation, and the tendency will perhaps be to multiply their number rather than their size. In that the smaller, cheaper aeroplane has the advantage.

"Meanwhile most soldiers still travel on their own legs as they did at Marathon and at Crecy."

RESULTS OF FIVE YEARS AT PANAMA

COMPLETE statistics of the first five years—May, 1904, to April, 1909—of Uncle Sam's work on the Panama Canal are now available. In these five years there have been three different canal commissions, three chief engineers, and endless conflict of expert opinion over the relative merits of the sea-level and the lock type of canal. The New York *Tribune*, summing up in an editorial column the most salient facts embedded in the Commission's statistics, reminds us that the two French companies whose work preceded that of the United States Government excavated 81,548,000 cubic yards in eighteen years of actual digging prior to 1904. Under American control the excavation in five years has amounted to 73,124,849 cubic yards, distributed among the different years as follows:

	Cubic yards.
May, 1904, to April, 1905	648,911
May, 1905, to April, 1906	2,155,123
May, 1906, to April, 1907	6,715,554
May, 1907, to April, 1908	25,062,611
May, 1908, to April, 1909	38,542,650

The small showing for the first year is due to the fact that real construction work was not begun by the American engineers until more than a year after the United States took formal possession of the unfinished canal on May 4, 1904. That period was devoted largely to sanitary work and exploring. Now, however, the working-force and the machinery have been brought up to what may be regarded as the fullest practicable efficiency. Therefore it is not to be expected, says *The Tribune*, that the ratio of increase in excavation from year to year will be continued. What we may look for is a continued rate of a little more than 3,000,000 cubic yards a month. This would dispose in less than three years of the estimated 101,541,746 cubic yards yet to be excavated. The time required for the actual completion of the Canal, however, depends upon the time needed for the building of the dams and locks, "and as those structures are without precedent in the history of engineering, there are no data for determining their requirements."

Turning to the question of cost we read:

"Detailed statistics of expenditures are available down to February 1 last, or three months less than the five years. The total to that date was $93,915,657.76. Of this sum only $60,122,448.05 went for actual engineering and construction work. Buildings cost $8,787,502, sanitation $8,054,962, municipal improvements in the Canal Zone $4,007,497, civil administration $2,618,732, and so on to an aggregate of more than one-third of the whole. Many of these non-construction expenditures were made once for all and will not recur, so that hereafter a larger proportion of the appropriation will go for actual construction."

A CONVICTION FOR AUTOMOBILE MANSLAUGHTER

ALTHO William Darragh, the chauffeur convicted of manslaughter in the first degree by a New York jury, complains that he is the "victim of prejudice created in the community by the unlawful acts of others," more disinterested observers look upon the verdict as the first significant warning which reckless drivers have received. "The verdict will stand as a landmark in the relation of the law to the new problems of public safety raised by the automobile," says the New York *World*, "and the new field of criminality opened by its use as an instrument of slaughter." The Springfield *Republican* believes that "this trial and its outcome should be effectively sobering and restraining in its influence." It will be remembered that the crime for which Darragh was convicted was the killing of thirteen-year-old Ingevaard Trimble on March 27 last. According to the evidence upon which the jury convicted him, the chauffeur was driving his machine at the rate of forty miles an hour when the accident occurred. He failed to blow his horn, and after he had struck the boy he deliberately increased his speed, and later fled to Texas where he was finally arrested. It was also brought out in the trial that the boy's body was carried for some distance, jammed between the mud-guard and the lantern, before it fell to the pavement lifeless.

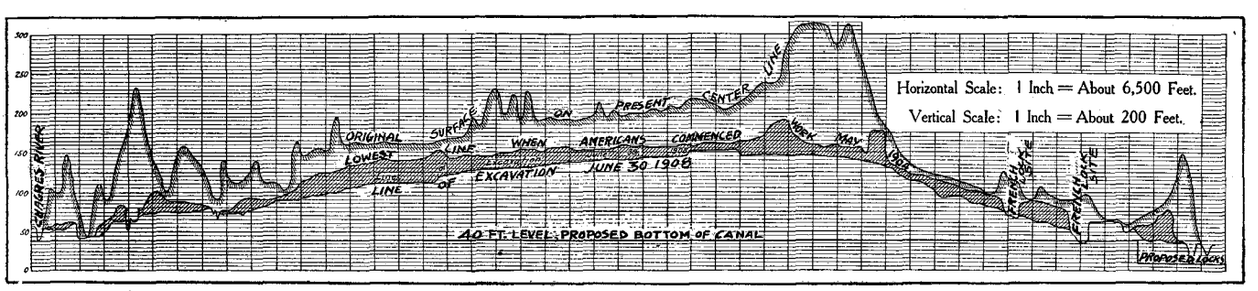
Judge Mulqueen, in pronouncing sentence to not less than seven nor more than twenty years in Sing Sing prison, took occasion to warn reckless drivers "that the next man who comes to the bar of this court charged with this offense may pay the penalty with his life." Judge Mulqueen, in what the New York *World* calls a "model of calmness and restrained force," also went over the history of the trial in careful detail before the sentence was imposed. He said in part:

"No new or obscure law has been invoked in this instance. The statute defining murder in the first degree is very old. It provides as follows:

"'The killing of a human being, unless it is excusable or justifiable, is murder in the first degree when committed by an act imminently dangerous to others and evincing a depraved mind, regardless of human life, altho without a premeditated design to effect the death of any individual.'

"That law was enacted at a time when the automobile was unknown and when the present conditions could not possibly have been foreseen. And yet it so clearly applies to the reckless use of these machines that I doubt if its terms could be improved upon by the most expert legislative draftsman. It was urged by your learned counsel that you did not intend to kill your victim. But it is an elementary legal rule that a man's intent may be inferred from his acts.

"It has been said that you have been convicted for the crimes of others and that the popular clamor produced this verdict. Nothing is further from the truth. . . . If any motive swayed the jury other than a sense of duty it was not a desire for revenge, but rather a spirit of mercy. Indeed, I am convinced that if you had been a rich man or a dissolute man the verdict would have been murder. The legal proof of murder was overwhelming. But not even the


Horizontal Scale: 1 Inch = About 6,500 Feet.
Vertical Scale: 1 Inch = About 200 Feet.
ORIGINAL SURFACE ON PRESENT CENTER LINE
LOWEST LINE OF EXCAVATION WHEN AMERICANS COMMENCED WORK MAY 1904
JUNE 30 1908
40 FT. LEVEL: PROPOSED BOTTOM OF CANAL
CHAGRES RIVER
FRENCH CUT
CULEBRA CUT
GATUN LAKE

EXCAVATION AT PANAMA.

This diagram shows the American excavation only up to June 30, 1908. In the year that has since elapsed more material has been removed than in all the four preceding years added together.

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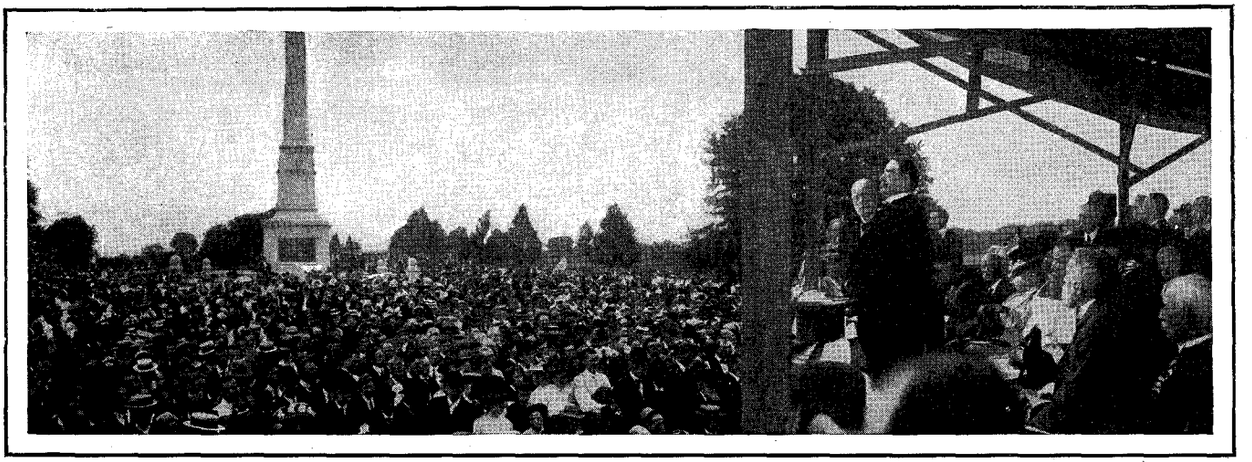

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SECRETARY DICKINSON AT GETTYSBURG.

He said that at this day "there are few in the South, if any, who would not turn swiftly with abhorrence from any suggestion that it would have been better for the South if it had succeeded in establishing an independent government."

most sympathetic juror could acquit you of manslaughter. The statutes defining that crime were clearly applicable and no question of intent is involved in them. The law does not seek revenge, and punishment of one criminal is intended to serve as a warning to others.

"A difficult situation confronts us to-day. The automobile has come to stay. Properly used it is a source of healthful recreation. It is an important factor in business. It affords remunerative employment for many. But it is clear that its use is fraught with the gravest danger to the people. Therefore all drivers and owners of these machines must be extremely careful. Recklessness and negligence will subject them to severe penalties. They must not seek their own pleasure or convenience at the risk of the public. It is the paramount duty of the State to protect the lives of our people.

"It is incumbent on the court to impose a sentence that will drive the lesson home to all."

"Well deserved as is Darragh's punishment," says the New York *Times*, "there is hardly any question that he would have escaped with a lighter penalty had not his crime been the last and worst of a series, the length of which had justified a general public indignation and inspired a common determination to teach chauffeurs to respect the rights of pedestrians."

The New York *Tribune* treats the subject in somewhat similar vein. We read:

"The idea has too much prevailed among a certain type of automobile-drivers that their rights on the street are superior to those of any one else; that when they sound their raucous horns it is the duty of everybody else to get out of the way, and that if any one fails to get out of the way and consequently gets hurt it is his own fault. Such fellows need a stern reminder of the intolerable error of that idea. They need to be made to realize that the rights of the general public on the streets are superior to those of any particular class of it; that an aged and infirm person has just as good a right to walk slowly across a street as an automobilist has to run his machine along it at any rate of speed; that it is more incumbent upon the drivers of such engines to avoid running over persons than it is upon persons to avoid being run over; and that when a driver does run over anybody he must bear the responsibility for it. The conviction of Darragh ought to go far toward bringing some motor-maniacs back to sanity and toward inducing some motor-criminals to respect the law. If it does not, then we must hope that at the hands of other just judges and juries every one who does as Darragh did will meet with Darragh's fate."

JOY-RIDING.
—Macauley in the New York *World*.

IS THE SOUTH GLAD IT LOST?

IF the spirits of the gray-clad men who fell in the fatal charge of Pickett at Gettysburg were hovering over the battle-field on Memorial Day, they would have heard, with strange emotions, perhaps, the words of Secretary of War Dickinson when he declared that "at this day there are in the South but few, if any, who would not turn swiftly with sentiments of abhorrence from any suggestion that it would have been better for the South if it had succeeded in establishing an independent government." Mr. Dickinson was born in Mississippi and raised in Tennessee, and might be supposed to know what he is talking about. He said further:

"The very corner-stone of the Southern Confederacy was of laminæ, preordained to disintegration. Commercial and other conditions would as sure as fate have brought about a dissolving Confederacy. What would have come from this we can only conjecture, but it is well within the bounds of reason to assert that the good would have been dwarfed in comparison with the evil.

"There would have been a hate and rivalry between the North and South as intense as that between France and Germany, with a border-line far more extended, people less amenable to control, and causes for friction more numerous. A cordon of forts would have stretched from the Atlantic to the western border of Texas. Army and naval establishments would have devoured the substance of the people and militarism would have dominated civil government. The civilization of all the States would have developed on different and more critical lines. It may be that in the logic of events the war had to come; that it was the fierce, cruel, and inevitable crucible which was to fulfil a destiny—that of making us, as it did, a stronger and more harmonious people, united with

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a solid front to meet the great problems that now confront our race."

Even the cordon of forts imagined by Mr. Dickinson would not have saved slavery in the C. S. A., remarks the Washington *Evening Star*:

"Suppose the mere crossing of a river or a geographical land line had insured liberty to the slave, as would have been the case had the Union been dissolved—one side of the line being slave and the other side free territory. What an exodus of blacks from their bondage would have followed! How impossible it would have been for the new government in the South to maintain its dominant institution—the foundation of its being! And failing to make its labor secure, the South would have failed as a great agricultural section dependent upon unskilled labor for its prosperity. . . . A government founded upon human slavery could not have been maintained in close proximity to one founded upon freedom, and in the dissolution of the former a new peril to the whole North American continent would have resulted."

For a thoroughly Confederate comment one naturally turns to the Charleston *News and Courier*. Says this paper:

"The results of the war have been accepted in perfectly good faith by the South and all its people, but Mr. Taft's own policy of making the South believe that it is no longer an alien in the Government at Washington shows that for more than forty years after the South failed in its struggle for independent political existence there has been practically a cordon of forts erected on what might have been the frontier between a Southern republic and a Northern nation to keep the South out of its fair and full participation in the affairs of the Government for the establishment of which the men at Gettysburg died.

"We are glad that the old differences between the opposing schools of thought in this country have been settled, even if they were settled to our terrible injury; but the development of the material resources of the South in the last twenty-five years shows what would have resulted to us had the Southern arms been successful in the struggle for independence. We are quite ready to admit that some of what Mr. Lincoln called the 'taxing districts,' would have been lost to the other side; but that would not have militated surely against our industrial and commercial progress. In the course of time, and a very short time, in our opinion, slavery would have been abolished in the South, and we should have been spared the horrors of reconstruction rule and the many other enormities forced upon us by the conquerors.

"We say, again, that the struggle is over, and after years of patient endurance we have recovered our footing and here we expect to stay in the house of our fathers, altered greatly in some of its old features, it is true; but here we are. All that we want to do now is to suggest to Brother Dickinson that his 'accidental' note, which we have picked out for his study, was in no sense essential to the harmonies of the occasion at Gettysburg."

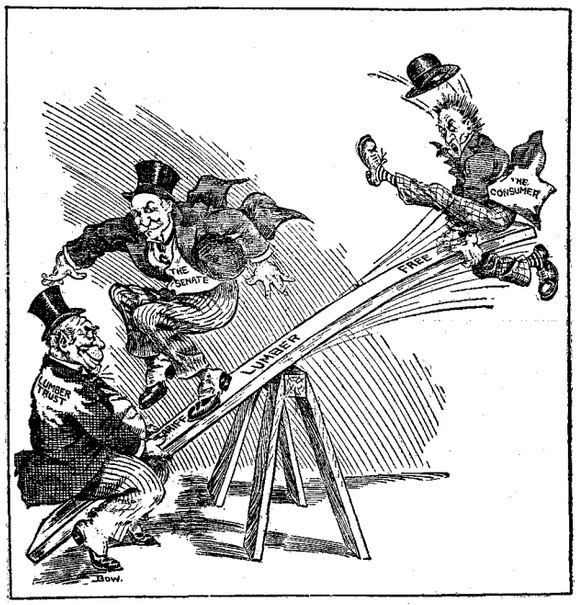
MR. HARRIMAN'S POST MORTEM ON THE PANIC

MR. HARRIMAN'S post-mortem diagnosis of the causes of the last panic has caused many editors to shake their heads over his qualifications as a financial physician. The importance of a correct diagnosis, they point out, is due to the fact that in case of a recurrence the prescription will depend upon it. *The Journal of Commerce*, which has no faith in Mr. Harriman as a specialist in panics, does admit, however, that he is "an unexcelled expert in producing the unsanitary and unhygienic conditions that prepare the way for panics, which the real doctors have to treat when the outbreak comes."

Asked by the interviewers on the eve of his departure for Europe whether he thought the present high prices would lead to over-speculation and another panic "as the high prices of 1906 were followed by the panic of 1907," he replied that the business disaster of 1907 came about because the people were frightened by the big Standard Oil fine and at once began to hoard their money. This explanation arouses wide comment and general dissent in the press. Altho his actual words are variously set down by the different reporters present, all reports agree as to their substance. The version in one of the leading metropolitan papers reads as follows:

"That panic was directly caused by the extraordinary Landis decision and the general attitude prevailing at the time against the railroads and corporations generally. There is no mistake about this. I know what I am talking about because I went through it all. It was a panic of sentiment; a disaster caused by the fear of something that did not happen. It frightened people into withdrawing their money from circulation."

The interest of this view, aside from the fact that it is advanced by so conspicuous an actor in the drama under discussion, lies in its divergence from the explanation generally advanced by the leading theoretical economists. As the New York *Times* remarks, the economists, who were mere observers, had agreed that the crisis of 1907 was caused by exhaustion of capital. Mr. Harriman, as an actual participant in the events, asserts that there was capital enough, but too little confidence. To quote further:



WHIPSAWED ON THE SEESAW.
—Bow in the Salt Lake *Herald*.

RELICS.
—B. S. in the Columbia (S.C.) *State*.

TARIFF SKETCHES.

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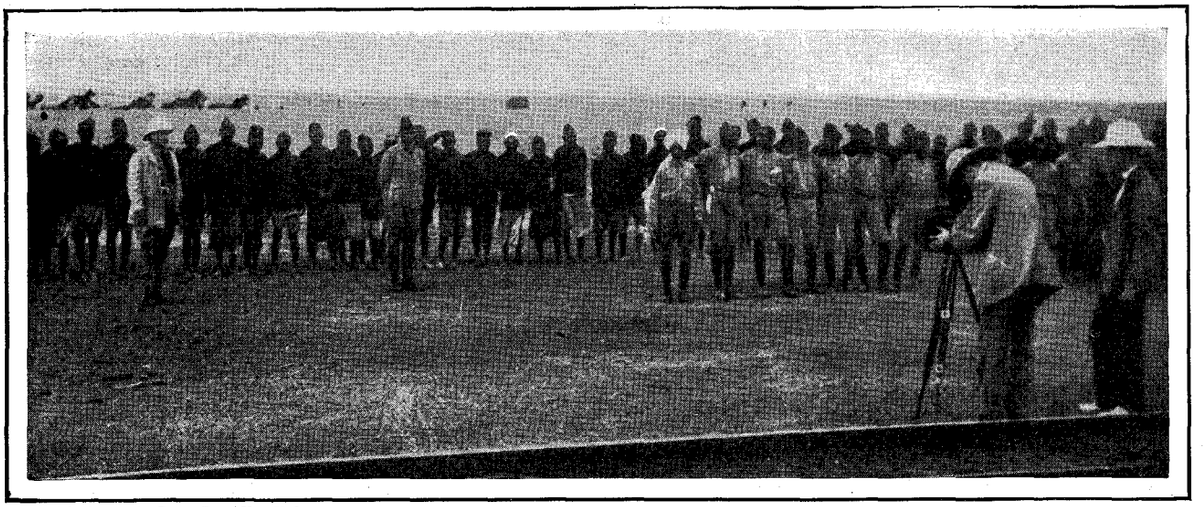

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MR. ROOSEVELT AND A FEW OF HIS 250 PORTERS.

In the upper left-hand corner of the picture, above Mr. Roosevelt's head, a portion of the encampment on Kapiti Plains. The man at the camera is Kermit.

"The theorists support their position by remarking upon the similarity of conditions throughout the world, and attributing the phenomena to the working of like causes everywhere. But it is a poor rule which will not work both ways. If the breakdown here had its roots in the same sort of trouble as that which embarrassed other countries, then other countries must have had the same troubles as ourselves. But everybody knows the contrary. No other country had an Executive like ours, nor a judge so eccentric in his antagonism to capital as the one whom Mr. Harriman named. There can be no doubt that these causes of financial disturbance were specific to the United States. If they existed elsewhere it was in a minor degree, or if they existed in the same degree everywhere as here, then Mr. Harriman's theory of the troubles displaces the economists' as to all countries, instead of merely as to the United States."

To ascribe the panic to Judge Landis's decision fining the Standard Oil Company of Indiana $29,000,000 is to make too much of that incident, remarks the New York *Tribune*. "It is refreshing to have a new version of the cause, even if there can be no general agreement with the explanation," says the Brooklyn *Standard Union*. *The Wall Street Journal* asserts that "it would be doing a grave injustice to one of the clearest minds in America even to suppose that Mr. Harriman believes this." It goes on to say:

"The Landis decision was the fruit of a popular state of mind brought about by methods of corporation activity of which the life-insurance inquiry gave the first illuminating exposition. Corporations in those times were in many cases being conducted with an utter indifference to the laws of God and man. If a corporation were only strong enough its managers assumed that anything was right which they could bring about without actually incurring prosecution. It was thought in some financial circles proper to own the representatives of the people in State legislatures or in Congress, and, indeed, we had established a condition so rotten as to bring about a violent revulsion of public sentiment, of which much foolish legislation and some equally foolish court decisions were the conscious or unconscious reflex.

"But besides this the crisis was overdue. Reckless speculation by rich men, enormous losses all over the world by war, fire, and flood, tremendous conversion of floating capital into fixt forms of wealth, and a multitude of minor causes brought about the crisis of 1907 later, if anything, than might have been reasonably expected.

"Is anybody foolish enough to suppose that agitation in our State legislatures or a heavy fine imposed upon a single wealthy corporation could have brought about a financial crisis in Tokyo, New Zealand, Cape Colony, St. Petersburg, Berlin, Paris, London, and every financial center in the world? If it had not been for the international waste which preceded the crisis of 1907, a panic would have been impossible even here."

STEEL-TRUST SHARES APPRECIATING

FIVE years ago the common stock of the Steel Trust was selling at less than $9 a share—last week it was selling at $69 a share. Five years ago we printed a cartoon full of rich suggestions about "what you might do with your steel common." You might "paper the walls with it," or "stuff a mattress," or "give it to the blind," or "invite a burglar to call." No such suggestions are heard now. Instead, the air is full of surmises to account for the extraordinary appreciation of the Steel Trust's paper, which has doubled in price in a little more than a year. The chief reason and the plainest, of course, is the revival of the steel business; another is the fact that the Paris Bourse is to trade in steel shares, by speculating in the shares of a holding company. The more skeptical, however, hint that the lambs are being herded for a shearing, or suggest that the rise reflects a popular conviction that the trusts will enjoy full liberty to plunder at will under the Taft Administration. The latter view is exemplified in the following comment of the New York *World*:

"In round numbers there are 5,000,000 shares of Steel common. One hundred days ago they were worth $200,000,000. To-day they are worth $345,000,000, with something additional in prospect. If this enhancement of values amounting to $145,000,000 were due to legitimate business conditions all Americans could congratulate the steel-producers upon their prosperity. If it merely measures the speculative capitalization of renewed and reenforced privilege and continued immunity from prosecution under the antitrust laws, it is a danger-signal which should not escape notice.

"Steel is naturally the leader in this revival, for it is the chief beneficiary of a system of taxation devised for personal profit, and as a trust it is conspicuous among the law-defying combinations. When, after practically all of the people have agreed that the tariff should be lowered and that monopolies should be broken up, representatives of both parties in Congress unite to maintain the old plutocratic order, we need not be surprized to find the stock-gamblers making new and startling prices for their certificates.

"In this fashion Wall Street records its disbelief in party promises and proclaims to the world in terms of hundreds of millions its estimate of the market value of a national betrayal."

Steel common, remarks the New York *Journal of Commerce*, "is a speculative stock, altho it is possible that it may become less so." The history of this interesting stock it outlines as follows:

"It was issued practically as a bonus in effecting the combination known as the 'Steel Trust,' the holding company that controls the subsidiaries of the United States Steel Corporation. It was an infusion of water in the capitalization of that New Jersey organization. A dividend of 4 per cent. was paid upon it from the start to aid in its distribution to the 'public.' This was kept up until

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the industry had one of its periodical reverses, and when the dividend was withdrawn the stock went down below 9 on the Stock Exchange and there was some apprehension that it might be wiped out. It had been barely above 50, and generally below that when the dividend was paid. Its value has, of course, been much enhanced by improvements paid for out of surplus earnings during the last few years.

"For the last two or three years this stock has been on a 2 per-cent. basis, and in the last few months we have had the unusual spectacle of its advancing on that rate far above the figure that it reached as a 4-per-cent. stock, and to one that would make it yield as an investment only about 3 per cent. On this Paris coup it has sold above 67, and somebody has been getting profit out of its manipulation. The fact that there are over 5,000,000 shares of uncertain future earning-power makes it peculiarly susceptible to speculative manipulation."

The introduction of Steel shares in the French market is generally regarded as preparing the way for other American stocks. Hitherto what foreign capital we have needed has come chiefly from England, Germany, and Holland, but as one paper remarks, "the French investor is possest of enormous sums of ready money, and the borrowing markets of the world have long had an anxious eye upon it." Now a French syndicate, which is understood to have an option on 1,000,000 shares of "Steel common," has listed on the Paris Bourse negotiable certificates representing 100,000 shares of this stock. According to the New Orleans *Times-Democrat*, "it would be difficult to overestimate" the importance of this move. The paper goes on to say:

"France annually saves vast sums which can not be invested at home. Thousands of millions have gone into Russian, Spanish, and Italian loans. Indeed, the magnitude of the Russian holdings caused no little unrest during the dark days when the fate of the Romanoff dynasty hung in the balance. The best economists have maintained that so many golden eggs should not be put in so few baskets. The French have accordingly bought consols on a rather liberal scale and the Rand mines have absorbed milliards of francs. But, with rare exceptions, American enterprises have been denied access to the greatest reservoir of capital in the whole civilized world. One or two of our strongest railway systems, like Pennsylvania, have found funds in Paris, when funds were to be found nowhere else; but, as a rule, London and Berlin have had the monopoly. This state of things is unfortunate for both peoples; for we pay a higher rate of interest than we ought to pay and the French get a lower rate of interest than they ought to get. The margin is still wider, if our gilt-edged industrials be taken into the account. United States Steel bonds can be bought to yield about 5 per cent. and the preferred shares, at current quotations, yield nearly 6. Either investment is safer than the obligations of an empire which may be made bankrupt by war, or revolt.

"Mr. Morgan will doubtless base his plea for United States Steel on the fact that its solvency has been tried by two panics, while every detail of its huge business has been laid bare from the first. Time was when the stockholder in an industrial company was simply a partner in a blind pool. No statement of earnings, or expenditures, was vouchsafed and the insiders amassed great fortunes playing with the outsiders' cash. The recent revelations as to the methods of the Sugar Trust have thrown the limelight upon this sort of finance and the old régime is evidently doomed. If United States Steel be listed on the Bourse, every other industrial corporation will be impelled to seek the same privilege and absolute publicity will prevail. Nor will the ease with which money may be got constitute the sole advantage. Experience shows that securities held in France are practically panic-proof, because the French usually buy for cash and can not be frightened, or 'frozen out,' in hours of storm and stress. Mr. Morgan's experiment will, therefore, be watched with keen interest; for, in the end, the experiment may mean a new era for borrowers and lenders on both sides of the Atlantic."

TOPICS IN BRIEF

THE tariff also seems to be a locoed question.—*Memphis Commercial Appeal.*

THO the Zeppelin's prow was broken, Zeppelin's prowess is still unimpaired.—*Boston Transcript.*

THE way of the transgressor in the Democratic party is toward the pork barrel.—*Columbia (S. C.) State.*

CONSERVATION, we regret to note, has a tendency to get too much confounded with conversation.—*Washington Times.*

ALDRICH'S idea is to have a free list that the overworked customs inspectors can easily learn by heart.—*Houston Chronicle.*

LEVI P. MORTON is 85 years of age. This includes the four years which he served as Vice-President.—*Chicago Record Herald.*

A FEW more blind men like the Senator from Oklahoma, and the Democracy might see light ahead.—*New York Evening Post.*

BECAUSE the seventeen Democratic senators voted against free lumber, it does not signify that their party is less in need of a new platform.—*Wall Street Journal.*

THE Buffalo *Courier* notes an unfortunate "sympathetic advance" in the prices of many other foods besides meat. The consumer gets the sympathy.—*New York World.*

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THE FOOL PIED PIPER.

—Ehrhart in *Puck.*

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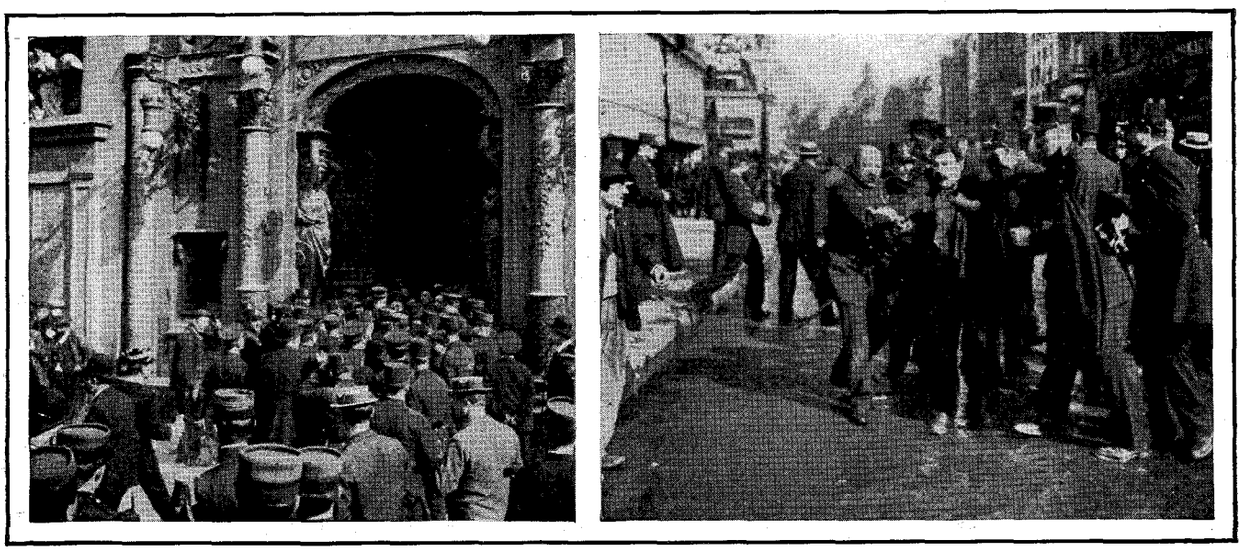
A REVOLUTION THAT WENT WRONG

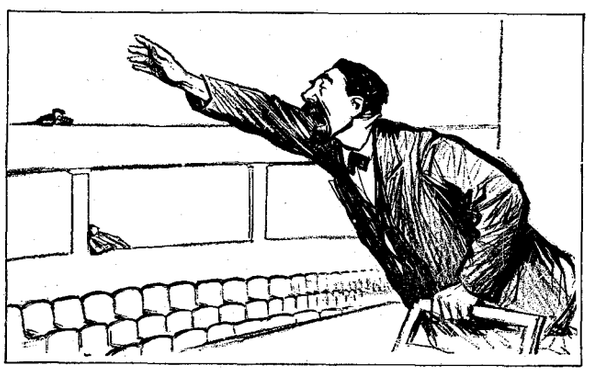
THE French "revolutionary" strike has turned out a complete fizzle. "King" Pataud is dethroned and driven out of Paris, and the Republic has ceased to totter. One Paris editor reverses the classic story so that the excited Frenchman who rushed about shouting, "It is a revolution!" was met by a disgusted compatriot who replied wearily, "It isn't even a riot." The General Federation of Labor had voted a "general strike" that was to halt the wheels of industry all over France, and still the hum of industry into a terrible silence that would show the power of organized labor. But the hum failed to be stilled, and labor showed its power, instead, by keeping the wheels turning, which some think is the best manifestation of labor's power. Léon Bailly, editor of the Paris *Intransigeant*, a labor organ, says:



POLICE HEM IN STRIKERS AS THEY LEAVE THEIR MEETING. SUMMARY ARREST OF A RIOTER.

HOW THE PARIS STRIKE WAS SQUELCHED.

"With the exception of the navvies and the electricians, none of the large labor-organizations have given any but a platonic support to the General Federation of Labor at Paris. Even among the navvies and electricians opinion is so divided, and such natural doubts and hesitations are entertained, that a general strike still remains a thing of the future, unless we except the hopes and plans of Mr. Pataud's immediate comrades, who, never theless, are by no means united."



THE LAST MEETING.
Close your ranks, and on with the strike to the death!"
—*Figaro* (Paris).

The strikers were led astray by interested theorists, or "parlor Socialists," says the *Liberté* (Paris), an independent organ, and they are to be pitied for playing at a "dangerous game." Thus we read:

"The philosophers, these white-handed revolutionaries, are still washing their white hands of the whole matter. They know better than to go into the thick of this enterprise, where there is nothing but blows to get. The parliamentary revolutionaries are too lukewarm to come to the assistance of the proletariat. The Socialist deputies obtained their seats by singing the praises of the general strike, the wondrous weapon that should deliver the downtrodden.

"They promised to mount the barricade in the day of battle. The day of battle comes, and they show no inclination to take their part in it. The affair has in fact been managed by certain self-seeking individuals who betray their constituents and betray one another. We find ourselves contemplating a dark complication of secret bargainings, of clever acts of instigation, and of downright cowardice."

The victims are not among the leaders, but the led, says this writer, and he continues:

"Our thoughts turn naturally to those poor fools who innocently resigned themselves to a strike at the word of command, thinking they were following a lofty idea. These are the dinnerless men who will draw their belts tighter to dull the pang of hunger, and do not shrink from engaging in a disturbance that lands them in jail. To excite and egg on men like these to a revolutionary strike is a pretty dangerous game. Finding themselves deceived they will lose all confidence in their chiefs, but they will not have their taste for battle blunted, and will still cherish hopes of victory. . . . But these sham strikes will some fine day lead to a real general strike. On that day those who kindled the conflagration will find out, when it is too late, that in their belief that they were very crafty they have become involved in a fatal quandary."

English opinion is well exprest in the London *Saturday Review*, which declares that "the scheme has failed because general ideas can not stand against big battalions." Besides "impetus in such matters is usually supplied by a great grievance; the *postiers* [postal employees] have none." This paper proceeds to speak more generally:

"The strike is a condemnation of the Republican régime. The Ministry is a Ministry of Simyans, and its sorry dupes strike blindly at the 'machine' without realizing that they will be crusht in the process. While it is impossible to support a strike of this character, it is clear that the French Government is itself largely to blame for its '*laissez-aller*.' Small wonder if, after their success in March last, the postal employees should again take the law in their hands in the hope of establishing their right to combine. They had forgotten that the public have their rights too."—*Translations made for* THE LITERARY DIGEST.

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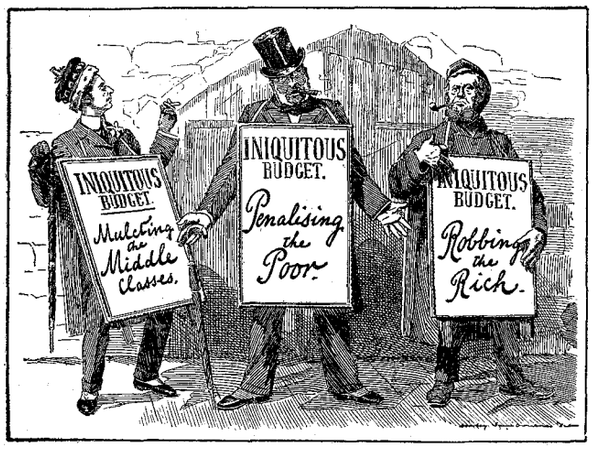
GERMANY ON THE BRITISH TAXES

AS America owes its independence to resentment at British taxation, the subject can never be without interest to us, and as this year's taxation is popularly supposed to be intended to pay for war preparation against Germany, it is naturally not without interest to Germany. With admirable restraint, however, the German press ignore the war side of it, and study the British budget with the more useful purpose of finding whether their own country can profitably adopt any of the features of the British plan. Our statesmen at Washington, too, are preparing a tax measure, and while we are not so hard pushed for revenue as England or Germany, we may well be studying whether this or that class of our people are taxed too much—or too little. Most of the German papers find the British scheme of taxation admirable.



THE ALTRUISTS.

RICH MAN, MIDDLE-CLASS MAN, POOR MAN, { "I don't mind a bit about myself, but my heart bleeds for the others!"

Punch (London).

The Socialists hail it as a "democratic budget," a "pattern budget," tho some think it a "battle budget"—a challenge flung into the teeth of the House of Lords. Mr. Lloyd George's system of taxation is, however, generally approved, because it places the burden on backs most capable of bearing it. While favorably comparing the "self-sacrifice of the ruling classes in England" with the "close-fistedness of our noblest and best," the *Allgemeine Deutsche Zeitung* (Berlin) proceeds to say:

"A legacy tax after the English pattern, if instituted in Germany, would bring in $55,000,000. The increased taxation in England on other points, if adopted in Germany, would add to the revenue a sum of nearly $60,000,000. What is practical in England is not out of the question with us, especially when it is realized that by such means the intolerable financial difficulties of the Empire would be relieved."

In the same vein the great Socialist organ of August Bebel hails the "democratic budget" of Lloyd George because, unlike the German financial scheme, it spares the poor and lays it on the rich. Thus we read:

"The German Government is trying to effect a financial reform which lays only one-fifth of the new taxes to be imposed upon the land-owning class, but four-fifths upon the portion of the population who are by no means well-to-do. The English Government, on the contrary, proposes to draw only one-seventh of the taxes from tobacco and liquors; and the other six-sevenths from property-owners. . . . What is strikingly characteristic of the English middle class is their recognition of their social duties, shown in the fact that a majority of the English Lower House has approved of this new budget."

While this budget is in some sense a "battle budget," it is not such as to drive the Lords to repudiate it, declares the *Frankfurter Zeitung*, and thus rouse the cry "Down with the House of Lords," or "Away with the Lords' Veto." To quote:

"The problem was to lay the burden of taxation upon property-owners, who in a colossal majority are Conservatives, but to do it in such a way that no single section of them should be driven to exasperation and active opposition. It was not the time for proposing a 'heroic budget' such as Gladstone liked to make up, and such as the most radical row of the parliamentary benches would have welcomed with applause."

The *Koelnische Zeitung* cites Lloyd George's financial plan as a model for Germany. The tax on necessaries is higher in Germany than in England. But, on the other hand, the income tax is higher per head in England than in Germany, and the same is the case with property and inheritance taxes. In this respect England is not to be taken as a pattern. In other points it is, and we are told:

"By Lloyd George's scheme the burden of taxation laid on the men of property has been vastly increased, while in Germany the finance reform puts the heaviest load on those who are least prosperous. In this respect there is every reason for Germany to take England as a pattern."—*Translations made for* THE LITERARY DIGEST.

ENGLAND STYLED TOO PROLIFIC

"IS the lethal chamber to be imposed by Christianity on undesirable citizens?" asks the editor of the London *Review of Reviews*, as he reads some astonishing remarks made by the Lady Margaret professor of divinity at Cambridge. Writing in *The Eugenics Review* (London) the Rev. W. R. Inge, D.D., declares that the English birth-rate is perilously excessive, from a social and eugenic point of view. The slum-dweller likes to have a large family, because children earn money. Legislation should change the economic conditions which favor the multiplication of these slum-dwellers, says Dr. Inge, for "in some districts the working classes are so much afraid of sterile marriages, on purely economic grounds, that they will not marry until they know that the marriage will be fruitful."

The consequence is that England is too prolific in proletariat offspring, and Professor Inge observes:

"In the absence of emigration on a large scale, the birth-rate in England, where the births still outnumber the deaths by five to three, is much too high. I can not say that I am hopeful about the near future. I am afraid that the urban proletariat may cripple our civilization, as it destroyed that of ancient Rome. These degenerates, who have no qualities that confer a survival value, will probably live as long as they can by 'robbing hen-roosts,' as Mr. Lloyd George truthfully describes modern taxation, and will then disappear."

At the same time the best people should not be encouraged in a policy of race suicide. To quote further:

"At present no pressure whatever is put by public opinion on men and women whom Mr. Galton would place without hesitation in Class I., to marry and have children. If such a man lives and dies unmarried we do not think any the worse of him. It never occurs to us that, in spite of his valuable contributions to literature, science, or what not, he has perhaps neglected the chief duty which God and his country required of him. We do not think it wicked to encourage a beautiful and glorious specimen of womanhood to become a nun or sister of mercy, with vows of perpetual virginity. Here, surely, is a case in which the Eugenics Education Society ought to have something to say. A man or woman belonging to a good stock ought to be told by public opinion that it is a duty to society for him or her to marry and have children. . . . . .

"The well-to-do classes in this country are, on an average, among the finest specimens of humanity which have appeared since the ancient Greeks. It would be a dire calamity if they disappeared."

He goes so far, however, as to say that the Christian religion regards only health, wisdom, and moral excellence as of value, and

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he hints that the undesirable might well be eliminated, to the benefit of society. The early Christians were willing to die for their religion, and afterward were anxious that others should be put to death when these did not come up to the Church's standard. The rule might profitably be applied, he thinks, in the matter of eugenics. The lethal chamber is actually hinted at as a reasonable instrument for counteracting the too rapid multiplication of the unfit, and we are told:

"The time soon came when the Christians were able to apply to others the same austere standards which they accepted for themselves [as martyrs]. And they did apply them consistently and ruthlessly. If it is better for a Christian to be eaten by a lion than to deny Christ, it is better, they argued, for the undesirable citizen to be burnt than to pursue his mischievous career any longer. The maxim, 'Do as you would be done by,' is not always the harmless, good-natured rule which we generally suppose it to be.

"Christian ethics does not (as is often supposed) teach the duty of preserving and multiplying life at all hazards. Once convinced that so-and-so was an undesirable citizen, the Church, while it believed in itself and had the power, lost no time in hurrying him out of the world. No doubt they usually burnt the wrong people, which was very unfortunate; and you must not suppose that I want to see *autos da fé* even of our most degraded specimens; but my point is that there is nothing inconsistent with Christianity in imposing as well as enduring personal sacrifice where the highest welfare of the community is at stake"

GERMAN VISION OF ENGLAND'S FALL

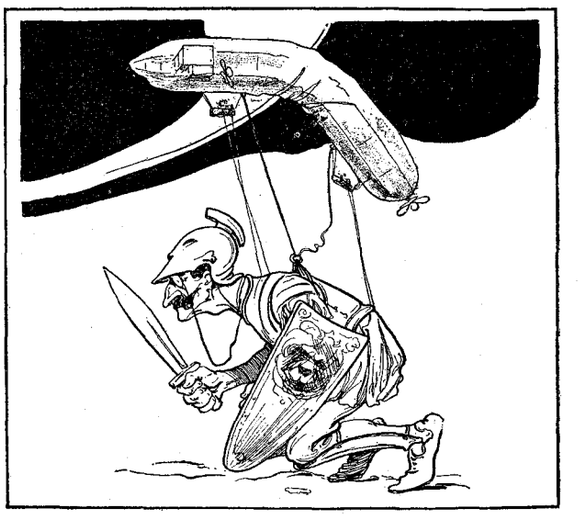
A BRILLIANT pamphlet is being circulated in Germany which describes the coming *débâcle* of the British Empire, out of whose ashes a universal German sovereignty is to arise. It is entitled "After the Storm," the storm being a great European war. The result to England is that her "world-wide empire collapses like a house of cards," following "the destruction of her fleet." Before this "storm" England had "dared to humiliate every great empire in turn." "Victorious Russia was forced at the command of England to turn back before the gates of Constantinople; France met the same fate at Fashoda, where she was compelled to strike her colors; and Germany was obliged during the Boer War to submit to the holding-up and searching of her proud merchantmen by British cruisers like the ships of any little piratical state."

But the end of England will come, it appears, with the dismemberment and destruction of the whole British fleet off Heligoland. The North-Sea air-ships drop dynamite bombs which blow the admiral's ship to atoms. The German Navy follows up this stroke, and the English ironclads in flight are broken up by German guns and aerial bombs. The news is carried to England by a German army corps. The failure of the *entente cordiale* with France is here pointed out. France has been invaded and occupied by a vast German army, and Japan, which had pledged herself to send England a reenforcement of 100,000 men, seizes Hongkong instead. Far from bringing any assistance, as she had promised, Russia sends her Cossacks into India and thus forestalls a second Sepoy uprising, and it is only through the intervention of Italy that Egypt is saved from a bloody insurrection.

Then South Africa publishes a declaration of independence and hoists the flag of the United Free States of Africa. At this point our Government puts in an oar and Congress passes a resolution that American troops are to march into Canada "for the preservation of law and order." The German pamphleteer rubs it in still more savagely by his solution of the Home-Rule question, and Ireland becomes an independent republic. As German ships sweep the ocean, the commerce of England is paralyzed, all the provision ships are seized, and the Government, seeing that famine stares the country in the face, submits to a humiliating peace.

A straw may tell which way the wind blows, and the tone of "After the Storm" positively bears out the saying of the *Kreuz Zeitung* (Berlin): "It is nothing but the policy of the ostrich to shut our eyes to the fact that we are constructing our fleet against England and against England alone." The German pamphleteers and German journalists who so frankly avow Germany's object and predict an Anglo-German conflict find their views echoed in England, where Mr. H. W. Wilson utters many forebodings in *The National Review* (London), supposed to be the organ of King Edward. Here we read:

"The nation which in 1864 attacked and despoiled Denmark; which in 1866 attacked and defeated Austria; which in 1870–71 picked a quarrel with France, levied an indemnity of £200,000,000 upon her, and annexed two French provinces; which in 1905 suddenly threatened France with war unless she dismissed her Foreign Minister; and which in 1909 menaced Russia with invasion unless Russia surrendered to Austria, is not likely to spare England if



MARS.—"I fear the *Zeppelin* is not quite strong enough to carry me."
—*Wahre Jacob* (Stuttgart).

given a chance of effecting that 'settlement' which Treitschke a generation ago foretold would be the 'last and the most difficult' for the German people. An indemnity of a thousand millions, an expenditure of five hundred millions on our own Army and Navy too late to secure success, and the destruction of British credit, trade, and industry, will be the penalties of any weakness on our part. There is only one way in which such a calamity can be averted—by developing our armed strength to the utmost without delay, and by concentrating our whole attention upon survival in the struggle for existence which has been forced upon us."

The conflict is foretold also by Mr. Gaston Dru, in the *Écho de Paris*, but with a different sequel. This writer charges Germany with designs on England for the purpose of establishing a universal monarchy, a purpose doomed to failure, as we are told in the following words:

"The German attempt after universal monarchy is destined to make shipwreck as did that of Philip II., Louis XIV., and Napoleon I. Germany is now a prey to the demon of that national character by which her destiny is controlled. It would be impossible for her to avoid, even if she wished it, the struggle toward which she is rushing with such precipitancy. She is inevitably bound by the law of competition to the death, and in the European drama she is playing the rôle exemplified by the fate-driven hero in a Greek drama. Like *Siegfried*, Germany's favorite hero, her fatal genius has forged the unbreakable sword, and she rushes headlong to the capture of the golden ring which shall give her all power, and, recklessly blind, is destined to kindle the frightful conflagration of the political Valhalla, amid the twilight and eclipse of independent nationalities. . . . At this present moment, however, the triple *entente*, England, France, and Russia, represents the anti-Germanic sentiment of the entire world and is quite capable of winning the cause of civilization against Germanism.

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This is what will force Germany to halt, and will avert that hideous abomination, a European war. This is what will prevent such a retrograde movement of humanity as would result from the hegemony of a single race, through which international competitions, the most potent elements of progress, would totally disappear."—*Translations made for* THE LITERARY DIGEST.

HOW JAPAN EXPLOITS KOREA

A COUNTRY which has been made a protectorate is generally protected mainly by warding off from it any foreigners except those sent by the protecting government. In Korea the protection of Japan has resulted in a systematic Japanese exploitation of the Hermit Kingdom. Japanese settlers are pouring into the peninsula, and the quays of Shimonoseki, the Japanese starting-point for Korea, are crowded several times a week with emigrant bands waiting to cross the Straits. Farming and mining are undertaken under the encouragement and with the pecuniary assistance of the Government at Tokyo, and Japanese energy and capital are fast transforming Korea into an important agricultural and industrial corner of Asia. This we read in the *Tour du Monde* (Paris), which continues:

"Every single year since the Japanese victory over the Russians, more than 200,000 emigrants have passed over into Korea. There must be now close on 1,000,000 of them there. Any one who visits the country must allow that this is no exaggerated estimate. The forty-four railway stations which stud the line as far as Seoul, and the forty others between that point and Yalou, are not only so many points of attraction to the Japanese colonists, but each one also constitutes a center, or rather a base, from which the collected colonists scatter in every direction toward the interior, those most active and most daring going farthest in quest of a favorable settling place. In the corner which he selects the Japanese settler at once takes up permanent quarters, and sends for his own people and his friends, without much regard to the interests of the natives whom he is supplanting and injuring."

The Japanese Government favors this colonization in every possible way, for Japan is too small to support its teeming population. The writer remarks:

"The resources of Japan are quite insufficient to feed its 48,000,000 inhabitants, tho they would be ample for 25,000,000. This makes Japan dependent on foreign importations, and good years and bad years alike she spends abroad some $30,000,000 for rice. By putting a portion of Korea under rice cultivation it is expected that foreign importations will in a short time be insignificant."

The Japanese are working with furious energy to bring Korea into harmony with the commercial needs of their country. Engineers and mechanics of all kinds are being transported to the points most favorable for development. Japan finds agricultural products and coal, her imperative necessaries, equally producible there. The forests of Yalou are magnificent, and cotton-fields are being laid out. On foreign raw cotton Japan has hitherto spent annually about $25,000,000. Wool she has obtained from Australia. She is now determined to gather it from the pastures of Korea. The raising of cattle and the manufacture of leather are also being carried on there by Japanese. Of course the question is how to populate the country thoroughly with Japanese colonists, and, as this writer remarks:

"The Japanese Government, by promises, grants of land, and subsidies, is fast attracting settlers. They are to establish private banks and government banks. They make cash advances in order that the emigrants may be saved the anxieties and difficulties which beset all such enterprises as theirs."

Japanese villages are to be founded systematically in Korea, with a local colonial government, "a sort of expansion of their native country." The Japanese are acting precisely as Germany acts in Teutonizing Russia. They are transplanting local sections of their population. Parties from the same canton or village are made up of people connected by ties of blood or association in trade or profession. The journey by rail from Tokyo to Shimonoseki, thence by steamship across the Straits to Fusan, and on by the line which runs northward to Seoul, can be completed for a fare of $10. The ruling powers of Japan go even further, we are told, as follows:

"As in Japan itself they will provide teachers and schools, doctors and hospitals, even priests and pagodas. Tokyo will refuse the exiled people nothing, and every measure will be taken to alleviate the gloom of isolation and to give to everything the appearance of life as it is led in a veritable Japanese country. These are great plans, but by no means chimerical, and indeed the realization of them is not very far off.—*Translations made for* THE LITERARY DIGEST.

UNDER THE NEW RÉGIME.

"One kiss, Abdul!"
"I must ask the Committee's permission." —*Ulk* (Berlin).

ENGLAND AND GERMANY—"If the Turk makes one false step, we'll have him sure." —*Kikeriki* (Vienna).

A TIME FOR DISCRETION.

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CONDITION OF THE BATTLE-SHIP FLEET

THE statement, quoted from a New York daily, that the recent world-circling voyage of our fleet of battle-ships "practically wrecked" it and that the ships are being rebuilt in navy-yards in consequence, has stirred up a Western reader of *The Scientific American* (New York, May 22) to write to that paper and ask whether this is the case. The editor assures his correspondent that there is not a word of truth in the story. It would not be worth noticing, he says, "were it not that the report seems to have originally emanated from Washington, and to have sprung from the same source and the same city from which has come so much of the destructive criticism of our Navy during the past two years." He goes on:

"How maliciously untrue is this story is shown by the fact that the sixteen battle-ships that made the cruise returned in absolutely first-class condition, and that the repairs which are strictly chargeable to the cruise are a mere bagatelle as compared with the annual cost of maintaining the ships for the same period of time. At the New York yard there are at the present time for overhauling, the battle-ships *Rhode Island*, *Nebraska*, *Connecticut*, and *Ohio*. The repairs on these ships that are traceable to the cruise, and come outside of the regular repairs incidental to the periodical overhauling, will not average over $20,000 for each battle-ship. This low figure, be it remembered, covers continuous service for a period of over a year, and on a course that reached for 45,000 miles through the seven seas. The cost of maintaining a battle-ship in commission during ordinary service, for one year, is about $300,000; and that such extraordinarily severe service should have involved so small an extra cost for repairs must be considered a most creditable record, and a high tribute to the excellence of the ships. The most conspicuous evidence of wear and tear was in the linoleum with which the steel decks are covered; and this was due to the coaling and ceaseless tramping to and fro incidental to the multitudinous duties of life at sea."

Structural changes now being made, the writer tells us, are almost entirely confined to the upper works, and are not in any sense due to lessons learned during the voyage. As a matter of fact, the work was recognized as advisable long before the fleet started on the cruise. We read:

"The principal changes are the removal of bridges, the taking out of the old military masts and the substitution for them of the new circular latticework masts for carrying the fire-control platforms. The after bridge and its associated armored signal-tower have been removed, and the forward bridge has been greatly cut down. The extensions of this bridge on each side of the conning-tower are now so arranged that they can be quickly removed in time of battle, the captain of the ship being henceforth compelled to take his station within the conning-tower, where he properly belongs. By the removal of top hamper it will be possible for the captain to command the horizon, except through that arc of it which is shut out by the smoke-stacks.

"This change will remove one more of the picturesque and popular episodes of the earlier days of sea-fighting. The captain will no longer fight his ship from the flying bridge and in the open. The conning-tower was built for him, and a due regard for the issues of the battle demands that he remain within it. It was the death of Admiral Vithoft of the *Czarevitch* that threw the Russian line into disorder in the great sortie from Port Arthur, at the very time when the chances of shaking off the Japanese seemed favorable. The captain of one of the battle-ships in that fight told us that the Admiral was struck by a shell, as he was leaning with folded arms upon the railing of the bridge watching the Japanese line. That shot also wrecked the conning-tower, it is true; but the latter was of a design which would not be considered in our own Navy.

'In addition to the removal of top hamper, the whole of the accumulated layers of old paint throughout the ships is being removed; and in future, with a view to further reducing weights, no ship will be allowed to carry an accumulation of stores beyond the regular six months' supply. As showing the absurdity of the statement that the structural changes mentioned above are being made in order to bring the 'deeply laden ships' up to a lighter draft, it may be mentioned that when the alterations are completed, the draft will be only from ¾ inch to 1½ inches less than before.

"The cruise was a splendid thing for the ships themselves. Of this the public may rest well assured. There is no surer way in which to insure rapid deterioration of a ship than to keep her moored in harbor. Conversely, there is no better way to maintain a war-ship in a first-class physical condition than to keep her constantly on the move."

BLUE GAS: A NEW ILLUMINANT

A NEW system of illumination based on the same principle as that generally used in railway-car lighting has been recently introduced in Germany under the name of "blau (blue) gas." Says *The Engineering Digest* (New York, May), abstracting an account contributed to *The Engineering and Mining Journal* by Robert Grimshaw:

"The gas is delivered in liquid form, in such shape that it may be used in closed rooms in hanging burners giving from 50 to 1,000 candle-power. To use the gas, all that is necessary is to pour the liquid from the steel cylinders, in which it is delivered, into the gasometer. This is almost as convenient as having one's own gas-plant, for one can protect himself against accidents at the factory or delays in transit by always having on hand several filled cylinders. A cylinder contains 22 pounds of the gas, and costs about $2.86. This quantity will supply a 50-candle-power burner for 480 hours, so that this illuminant appears to be cheaper than petroleum. This 'blue gas' can, of course, be used for heating and cooking as well as for forging, hardening, and tempering, and other industrial processes. It is a hydrocarbon compound, free from carbon-monoxid, and is not poisonous; its heating effect is 3½ times that of ordinary coal-gas. The gas is burned at a pressure of about 1 inch of mercury, or 13.6 inches of water at the burner. Almost any apparatus that is arranged to burn ordinary coal-gas or acetylene gas can be altered without much difficulty to burn this; and in such cases all that is necessary is to make the connection between the cylinder and the house pipes through a reducing-valve. As regards its explosibility, Professor Götz, of Augsburg, reports that, while the range of explosibility of acetylene-gas when mixt with air is between 2 and 49 per cent. (a range of 47 per cent.), and that of ordinary coal-gas is between 6⅓ and 19⅓ per cent. (a range of 13 per cent), that of 'blue gas' is only between 4 and 8 per cent. (a range of 4 per cent.). No special permission from the authorities or the insurance companies is necessary for its use."

CONCRETIONS IN PEARS—The small hard lumps often found in pears, near the core, have recently been studied by a French botanist, who finds that they correspond in chemical composition and function with the shell in which other seeds, such as the almond, are enclosed. Says a writer in the *Revue Scientifique* (Paris, April 17):

"The gritty concretions found in the pear . . . are known in vegetable histology as examples of sclerified cells; the development of these productions is widely variable in different varieties of the fruit. Mr. G. Seillière has been studying their chemical constitution. . . . In the first place, he has shown that these gritty cells are not rich in lime, altho it has been sometimes asserted that there is a relation between the amount of lime in the soil where the fruit has grown and the size of the concretions. . . . The gritty cells are particularly rich in pentosans; . . . their composition is therefore similar to that of ordinary woody tissue, but especially to the seeds of other members of the rose family; thus the shells of almonds yield 27 per cent. of pentosans and other products identical with those of the gritty cells of the pear. Mr. Seillière remarks that this chemical analogy seems to be accompanied by a certain anatomo-physiological conformity. In the pear, in fact, the concretions massed in a protective layer about the central part of the pericarp might be considered as corresponding to a shell; this manner of viewing the facts is also verified by certain cases

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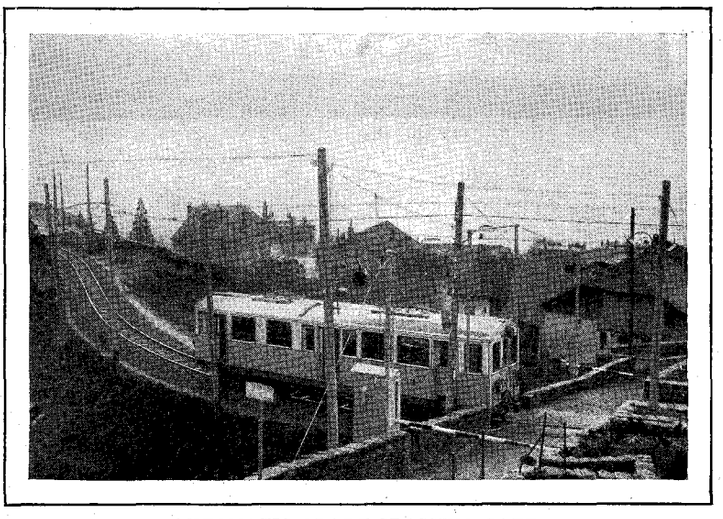
where the concretions are joined together and form a continuous and resistant envelop around the core of the pear."—*Translation made for* THE LITERARY DIGEST.

AN AUTOMATIC RAILWAY GATE

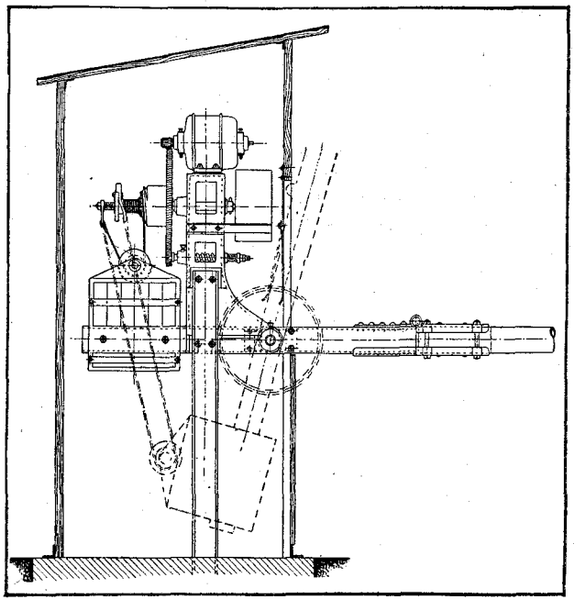
A RAILWAY-CROSSING gate that is opened and closed by the passage of the train itself has recently been installed near Montreux on Lake Geneva on the Montreux-Bernese Electric Railway, and is reported as working satisfactorily. The following description, with the accompanying picture and diagram, is from an article contributed to *Engineering News* (New York, May 20) by J. B. Van Brussel. Says this writer:



AUTOMATIC GRADE-CROSSING GATE,
On the Montreux-Bernese Railway, Switzerland.

"The barrier itself is a long pole lowered across the roadway. A vertical channel-iron carries, on a cast-iron bracket, all the driving-mechanism, including the motor. . . . This drives a large gear-wheel fitted to a conical drum, with a spiral groove, for winding the cable. The end of the shaft serves as the suspension-point for one end of the cable which passes around the pulley on the horizontal bar of the counterweight. Below and parallel to the axis of the drum is a spring brake.

"The inner end of the barrier bar which carries the counterweight is made of channel-iron, while the barrier itself is of light creosoted pine. The counterweight is a cast-iron frame made to hold different iron weights for use with bars from 10 to 30 feet in length. At the pivot of the bar is a drum on which is wound a cable which crosses the track over a set of pulleys and operates the swinging bar on the other side of the track. To protect the driving-mechanism from the weather it is covered by a light housing which can be readily removed. Several incandescent lamps and an electric bell are placed on adjoining poles as visible and audible signals.



Illustrations used by courtesy of "Engineering News," New York.

OPERATING-MECHANISM OF SWISS AUTOMATIC CROSSING-GATE.

The current for the bell, lights, and motor is supplied through the contact of the bow trolley with an auxiliary wire paralleling the trolley wire. The length of this signal wire, of course, depends upon the usual speed of the train at the crossing in order to allow the apparatus to operate shortly in advance of the passage of the car."

The method of operation is as follows: When the bow trolley of the locomotive or car comes in contact with the auxiliary wire closely paralleling the main trolley wire, the windings of the apparatus are connected to the line. The current starts the motor, lights the incandescent lamps, and rings an electric alarm bell. We read further:

"The operation of the bar requires about 20 seconds. During this time the drum by its screw-thread is displaced in the direction of the shaft end and stops the braking action of the spring, working upon the rim of the gear-wheel. Before the bar has completely reached the horizontal position the cable mounts the conical part of the drum. As the torque exerted by the counterweight increases, the motor slows up and the bar is closed slowly at the end of its swing. When the counterweight torque balances the motor torque the bar remains closed with the current flowing through the motor when the trolley bow leaves the auxiliary wire. The counterweight acts to bring the bar back to the vertical position."

CLOUDS AND MOUNTAIN VEGETATION

INTERESTING observations on the distribution of plants in the Central Pyrenees of France have recently been published in the *Bulletin* of the Ramond Society by Director Marchand, of the Pic du Midi Observatory, and Mr. Bouget, botanist of the Observatory. They find that, owing to the existence of a belt of practically permanent cloud at a fixt zone of altitude, in these mountains, the plant life on their slopes is peculiar in several respects. Says *Cosmos* (Paris, April 24), in an abstract of their report:

"The clouds, in these regions, do not form at all altitudes; their lower surface is usually between 2,500 and 4,000 feet high; their upper surface between 5,000 and 7,000 feet. There is thus a zone where the frequency of strato-cumulus and cumulo-nimbus clouds is especially great; it is between 4,500 and 6,000 feet. Outside of this zone the humidity decreases, no matter whether we ascend or descend. This meteorological fact has a close relationship with the geographic distribution of vegetation.

"Plants that do not love moisture and that need a great deal of sunlight will not grow in the zone of frequency of clouds; they die off rapidly when they are introduced by accident; but when we ascend above this zone or descend below it, we find the same plants in abundance.

"The same observations apply to pastures situated in the humid zone. The flora of these pastures is poor in species; the flowers, owing to lack of sunlight, seldom appear, reproduction by seed is insufficient and the only forage plants that resist are those that propagate by rhizomes or which may become perennial. Here we have a very clear case of adaptation; the plants of the lower regions, and certain Alpine plants which, in their normal habitat, flower and reproduce by seeds, propagate, in the zone in question, by rhizomes, and the creeping forms assume an unusual development.

"Finally, the frequent presence of mist (that is to say, of clouds

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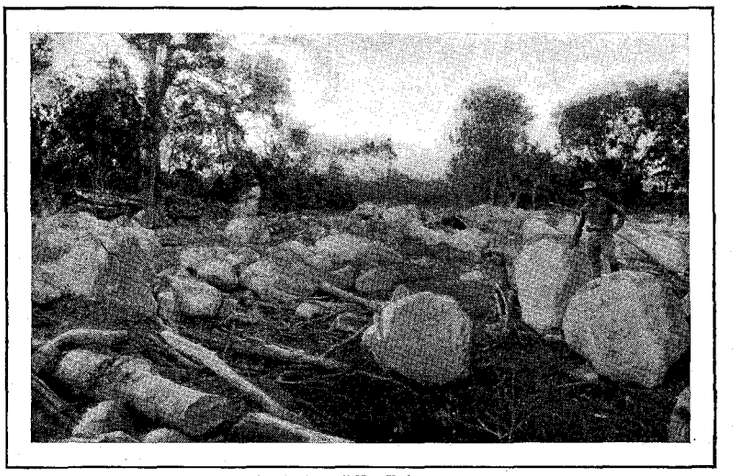
of vapor) . . . produces singular anomalies in the order of appearance of the flowers. It is well known that the general rule is that, for the same species, the plants flower later as they grow at a greater altitude. Now as the sun's rays above the cloudy zone are more intense than below it, we find an abnormal progression of the flowering-time from above downward. It thus happens that between October 1 and 20 there is a second abundant flowering of the plants situated at about 6,500 feet of altitude, whereas individuals lower down flower rarely or not at all."—*Translation made for* THE LITERARY DIGEST.

A FLOOD OF MUD

A DESTRUCTIVE torrent of mud that occurred recently in the Philippines is described in *Engineering News* (New York, May 20) by C. G. Wrentmore, assistant director of public works at Manila. This flood took place near Mount Banajao, an extinct volcano in the Province of Tayabas. The town of Sariava lies about five miles southeast of the mountain, and Candelaria is about the same distance to the southwest. The highway connecting the two towns crosses three branches of a river, which descend from the mountain and unite a short distance south of the highway. The coast is about five miles from the road and parallel to it. Says Mr. Wrentmore:

"On the evening of January 17, a violent storm passed over this district and, in the morning, it was found that the highway for a distance of two miles was covered with mud, that all bridges had been swept away, and that a very large amount of damage had been wrought. An examination showed the following facts:

"Some time previously an American had visited the mountain and found that a heavy landslide had choked a gorge on the south slope and that water in the gorge was ponding up behind the dam thus formed to a considerable depth. Heavy rains for a considerable period had been gradually filling this pond until it finally forced out the dam on the evening of January 17.



Illustrations used by courtesy of "Engineering News," New York.

FIG. 1. ROADWAY IN PROVINCE OF TAYABAS, P. I.,
Covered with mud and boulders from a landslide in the mountains.
(View looking east along roadway from west stream.)

FIG. 2. ONE OF THE TWO TRUSSES OF THE 75-FOOT BRIDGE SPAN
Wrecked by mud-slide in the Philippines.

"The accumulated mass of water and loose earth, in passing down the gorge for a distance of five miles before debouching on the plain, was thoroughly mixt into a uniform thin mud which flowed almost as freely as water. On striking the comparatively level ground, it spread out over the central valley each way to the eastern and western streams, and flowed down all three valleys, wrecking everything which it touched, and not stopping until it reached the sea.

"From the foot of the mountain to the sea is a distance of ten miles, and it is estimated by the writer that the average width covered is approximately one-half mile. The average depth of mud deposited can only be roughly estimated, but is probably in the neighborhood of 12 inches, which would account for approximately 9,000,000 tons of material.

"The mud brought with it large quantities of boulders, remarkably uniform as to size, the greater portion of them being from 3 to 4 feet in diameter, with occasional specimens up to 15 or 20 feet in greatest dimension. The heaviest deposit of rocks was on the upper reaches of the plain, but large quantities were carried well below the road. On the road itself, the total width between the extreme east and west points touched by the mud is approximately two miles, and, within this distance, 4,600 feet in length of road were covered by the mud, the depth on the roadway averaging approximately 1½ feet.

"A 75-foot steel bridge which spanned the easternmost of the three streams was swept away, the bed of the stream filled up and the stream itself diverted so that it crossed the road at a point 500 feet to the east of its former location. The greater portion came down the central stream, where the path cleared by the mud varies in width from 300 to 1,200 feet. Strange to say, no lives were lost, altho a number of houses were carried away and a considerable number of carabao and many wild animals were killed.

"The accompanying photographs will give some idea of the situation. . . . The boulders in the foreground are from 3 to 4 feet in diameter and the depth of mud at this point is approximately 2 feet. The foot of the mountain shown in the background is approximately three miles from the point where this photograph was taken."

FIG. 3. FLOW OF MUD IN RIVER CHANNEL,
Following a landslide in the mountains.
(Looking north up the main stream toward Mt. Banajao.)

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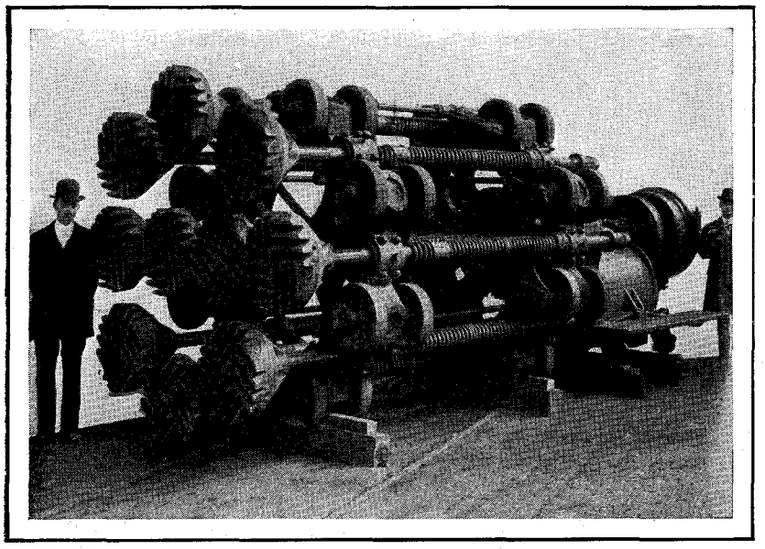
TUNNELING BY MACHINE

THE idea of a machine for cutting rock tunnels without drilling or blasting is no new thing. We are told by Rowland A. Phillips in *The Scientific American* (New York, May 22) that since 1853 no less than sixty-nine patents have been granted on such machines. Only three have ever been constructed, however, and the latest, the rotary machine invented by Mr. Sigafoos, of Denver, Col., bids fair to be successful. A full-sized machine has been working in Georgetown, Col., since January last and ten others have been contracted for in that State alone. Says Mr. Phillips in the article just mentioned:

"The machine complete, ready for work, weighs 29 tons, and its length is slightly in excess of 18 feet. This huge frame holds 10 crushing-heads, as the photograph shows, each carried on a 4-inch horizontal shaft and working on the same principle as a stamp mill, with the exception that the blows are given with the aid of springs instead of force of gravity. The entire fore part of the machine revolves as it cuts, thus cutting a full, clean bore, all the muck being flushed from the tunnel by means of a 3-inch stream of water, carried directly through the machine under 40 pounds pressure, and fed through 10 small nozzles, each of which sends a stream beside each crushing-head. This constant revolution of the machine is its strong point, the body being run on a series of 'foot' wheels, 32 in all. The axles of these wheels—they are set in pairs—are arranged so they may be set at will, preventing the wheels from tracking. A simple twist sets them at an angle, and thus the whole machine moves forward or backward not unlike a huge screw.



By courtesy of "The Scientific American."

FRONT-END VIEW OF TUNNELING-MACHINE, SHOWING CUTTING-HEADS.

"The ends of the cutter shafts carry tappets, which, as they revolve, are acted upon by a 5-foot cam. This draws back the tappets and releases them. In relation to the hardness of the rock these blows can be regulated, and the drop varied from 4 to 12 inches by substituting other sized cams.

"Of these monster crushing-heads there are 10, 8 on the outside of the revolving front and 2 in the center. The cam has a long, barrel-like hub, which permits the center shafts being brought back without interfering with the others. Diametrically opposite cutters strike at the same time. The springs which lend the force to the blows are 5 feet long, 6 inches in diameter, and composed of a specially chilled inch steel. These cutting- or crushing-heads, as they should be called—for the machine works on the principle of pulverizing the rock instead of cutting it—are 2 feet in diameter, the face of each being composed of a series of blunt teeth. These heads revolve about the axis of the machine as they strike, thus producing a grinding motion to the surface of the breast. In this one respect alone the rotary differs from all its competitors, and in doing so proves the wisdom of the method. Mr. Sigafoos has always maintained that a sharp or edged tool is worthless in tunnel work.

"With an 8-inch drop these heads strike a blow of 4,000 pounds, 200 times a minute. This means that a total of 8,000,000 pounds is expended against the breast of the tunnel every 60 seconds. It is claimed that if each head penetrates but the thickness of a sheet of common writing-paper at a blow, it will cut in at the rate of an inch a minute.

"In fact, the harder and more stubborn the rock, the more easily the machine will do the work, and it is doubtful if it would work at all in soft dirt or clay."

It is calculated that 24 hours' work with the machine, during which it will cut a distance of 120 feet, will cost in wages about $24, whereas three shifts of four men each, costing $65 in wages, besides as much more for powder, fuse, and timbering, would cut in the same time about 12 feet. The writer says in conclusion:

"The immediate uses to which this machine can be put to work are innumerable. Subways that formerly took five years to construct can now be run for half the expense in one-tenth the time. Water in unlimited quantities can be brought through the mountain walls, and the vast arid areas of the deserts will be made to blossom as a wonderful garden.

"If the claims made for it continue to be substantiated in practise, Mr. Sigafoos may well be considered a world's benefactor in giving us this marvelous rotary tunnel machine."

HOW OXYGEN IS OBTAINED

THE old methods of obtaining oxygen by decomposing an oxid or a salt by heat are now disused on a commercial scale, altho still common in the laboratory. For some time oxygen was obtained from the atmosphere by utilizing the peculiarity of baryta, by which it absorbs oxygen while cooling and gives it out when heated, but this, too, is no longer used commercially. The oxygen of commerce, we learn from the *Revue Scientifique* (Paris, March 27), is now chiefly obtained by decomposing water electrically or by means of liquid air, from which the nitrogen, being more volatile than the oxygen, evaporates, leaving the latter. Says this paper:

"It is well known that with liquid air two processes are used, that of von Linde, whose machines give 600 to 1,500 cubic feet of oxygen per hour, and that of Claude, whose apparatus yields 1,500 to 3,000 cubic feet hourly. . . . The Linde company has at present in Germany four factories for the separation of the oxygen from liquefied air. . . . At Paris the factory of Bardot is using powerful Linde machines, and at this moment two factories for producing 15,000 cubic feet are in process of construction at Hamburg and Gleiswitz. The quantity of oxygen turned out by the Linde processes alone is estimated at about 30,000,000 cubic feet yearly.

"It is well known that oxygen is transported comprest in steel cylinders, previously tested by water under high pressure. Explosions of these cylinders are rare. H. Le Chatlier reports several accidents: in 1905 an explosion at the Institute of Physics at Winterthur, in which one man was killed; in 1907, in a factory in the north of France, a workman's head was blown off in a similar explosion. In 1902 three workmen were killed at Bitterfeld during the process of compression.

"The causes of these explosions have not always been clear. At Winterthur, the oxygen had been prepared by electrolysis and contained 20 per cent. of hydrogen—enough to make an explosive mixture. In other cases it is supposed that the ignition of lubricating oils or the rusting of the cylinders was responsible. The probability of such accidents, Mr. Le Chatlier says, is very slight; there is no question of giving up the industry for fear of a danger infinitely smaller than that of being crusht in the street. Notwithstanding this, however, it is of course necessary to regulate the new oxygen industry strictly in order that it may be extended without danger."—*Translation made for* THE LITERARY DIGEST.

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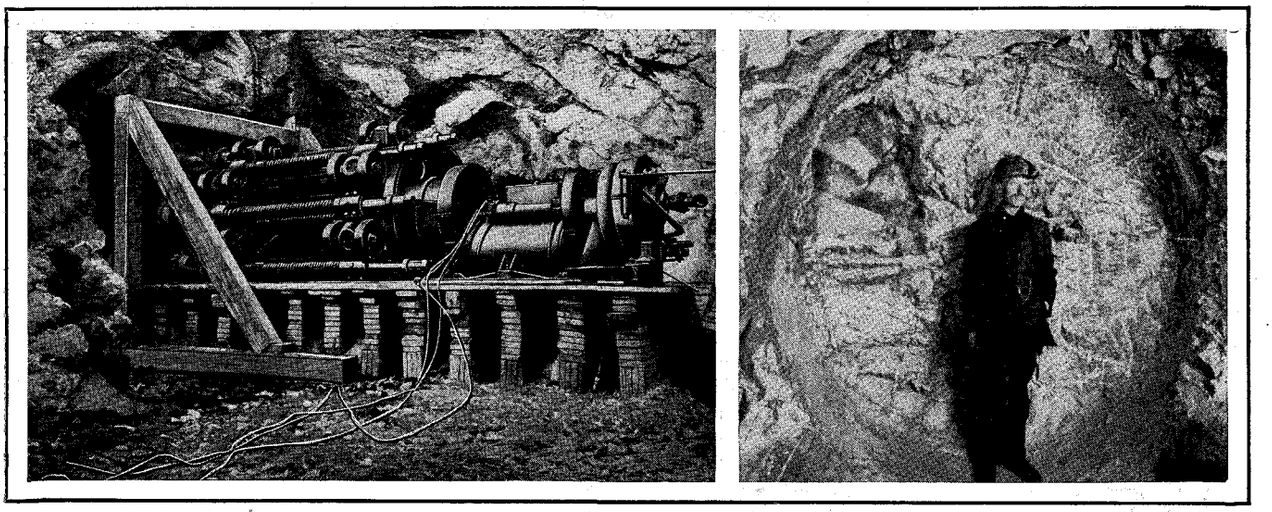

By courtesy of "The Scientific American."

THE MACHINE SET UP TO START A TUNNEL INTO A HILLSIDE. FACE OF TUNNEL AS PUNCHED OUT BY THE MACHINE.

THE SIGAFOOS TUNNEL MACHINE.

"Subways that formerly took five years to construct can now be run for half the expense in one-tenth the time"; and by irrigation-tunnels which this device will bore, "the vast arid areas of the deserts will be made to blossom as a wonderful garden."

SOME ODD CRACKERS

SOME curiosities in the way of foreign crackers or biscuit are described in *The Bakers' Weekly* (New York, May 22) by Mr. L. Lodian. He reminds us in the first place that *biscuit* is French for "twice cooked" and is etymologically the same as the German *zwieback*. The Italians make all their crackers in this way, the varieties familiar to us not being in common use with them. Italian bakers, Mr. Lodian tells us, save all their old bread and convert it into "biscuit" of this kind. For this reason the bread largely used in Italian and Sicilian restaurants is so made that pieces may be broken from the loaf without leaving a jagged end. From the Italian biscuit the writer passes to another Latin delicacy—the meat-biscuit of South America. He says:

"This is called hallaka, and is a kind of tamal—made of maize flour, small white beans, and chopped poultry flesh . . . the whole mildly and appropriately spiced. It is made up in a couple of big banana leaves, tied, and boiled intact thus. Is much used as a stand-by in Latin America by travelers and tourists on the Orinoco and Amazon and in the interior. It is appetizing, a simple pure food, will keep for months in a cool place, and is imported for the use of many of the Latins living in Gotham; also for transients from Ibero-America putting up at our big hotels. Is preferably eaten cold as sold, but may sometimes be advantageously warmed up in cold weather in oven, or by immersion for three minutes in boiling water."

Of the tree-grown flour and biscuit of the tropics Mr. Lodian says:

"There are a dozen different bread-fruit trees scattered through tropical regions. One of the flours made from the bread-fruit tree of tropical America, known as the yuka, is a regular article of commerce on the Manhattan market. It is only sold in cartons at élite groceries, is quite a pure article, of dingy grayish-white color, and a slightly alkaline and hardly an agreeable taste. In cooking, the alkalinity and acridity are mostly driven off. . . . In its fresh-fruit form it is in shape elongated like a giant plantain, and, for drying and conversion into flour, is cut down long before ripening, so that it has (like a green banana) not a semblance of sweetness. But the same fruit, allowed to fully ripen, then sun-dried, becomes almost as sweet as a Smyrna fig. . . . This tree-grown cake-bread is eaten dried thus; and, along with the tree-growing flour, forms the chief food of millions in the tropics.

"The comprest fig-coffee of the Teutons, which has been used by them for over a century, is . . . also used here as a light cake or soft cracker, on account of its agreeable caramel flavor—just as many persons like the flavor of the semi-burnt skin of a well-baked apple. Is a sustaining, pure food; and is the only coffee extant which can be used both as a beverage or as an article of food. . . . .

"The 'kasabi' torta (we get our word 'tart' from torta) of Hispan America is the biggest regularly made cracker on earth—bigger than the special matzoths of Manhattan's Jew-side (which, however, are only made for a short period in the year). It is made from the kasabi root, and lightly fired in cakes about the size of a small parasol.

"A cracker for a hat! Such, indeed, is sometimes the use made by the Latin peons of the kasabi torta, when needing a temporary sun-shader (sombrero). The torta is always made bowl-shaped, so it can be balanced on the head without any particular effort—provided no wind interferes. Rain, however, quickly soaks and collapses this singular, edible head-gear. The peon thereupon simply chews it up."

Another queer cracker is the pulley-shaped hardtack of Sicily. The origin of this, Mr. Lodian tells us, is not known, nor is its meaning. He says:

"It is always circular, hole in middle, and has the approximate form of a pulley. A high-grade hardtack, in which egg always enters, and the highest-priced hard-bread among the Sicilians, retailing at a nickel and dime apiece (only two sizes made). . . . . .

"The Teuton bread-biscuit is a sliced pumpernickel, of very fine grain, and probably represents the highest development of this kind of rye bread. It always comes in tins, keeps soft for years if kept closed, and is in much demand by those folk who do not care for the dry crispness and hardness of crackers, which are often a task on the salivary glands. . . . . .

"Almond-meal biscuits are obtainable in Manhattan (where you can obtain all things unobtainable in other American cities. Gotham is only surpassed in this respect by Paris). They are made solely of almond débris after the oil has been exprest, only sugar being added as a binder—and baked to a fancy brown. The bitter-almond débris is preferred; but the biscuit, which is quite hard, while having the aroma of the bitter-almond, has not an iota of its intense disagreeable bitterness. This is because, in the oil-expressing, the kernels have been subjected to live steam to increase the yield, which dissipates every particle of acridity from the nut (now crusht to powder). We have a homely realization of this in our own kitchens, in onions, which, by boiling, lose their acridity."

Lastly, Mr. Lodian introduces us to the "massed" crackers of the Sicilians, which correspond somewhat to our gingersnaps and are always sold in higgledy-piggledy jumbles or masses. He says:

"They are massed together with a sprinkling of streaming white-sugar sirup poured over them. As required, one- or two-pound masses are broken off for customers from the main mass exposed for sale, which may weigh from thirty to forty pounds."

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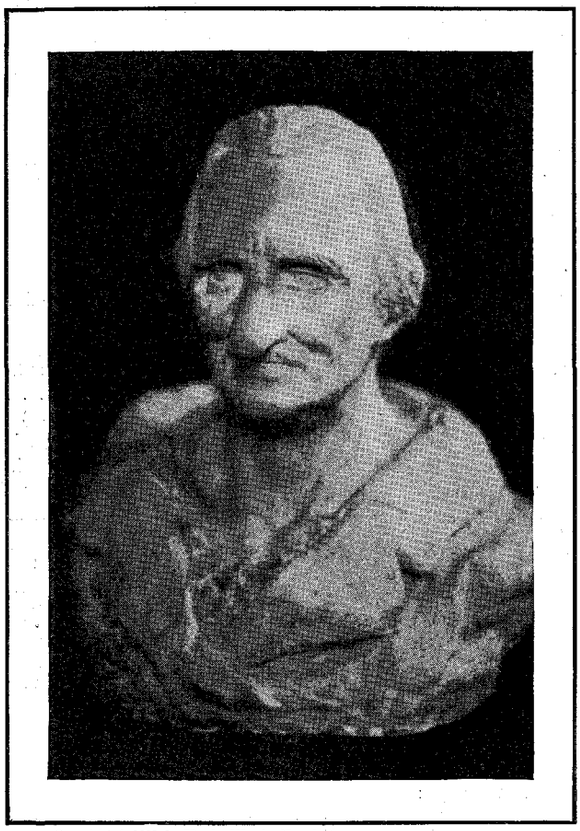
REHABILITATING THOMAS PAINE

THE stigma long attached to the name of Thomas Paine is apparently lightening in many quarters. The more liberal among religious journals no longer refer to him uncompromisingly as "atheist," tho his outspokenness against religion gave him this cognomen almost universally in an earlier age. His chief biographer, the late Moncure D. Conway, defended his theistic belief, while a recent writer in the London *Nation* (May 8) asserts that



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THOMAS PAINE,

A hitherto unpublished bust by John Wesley Jarvis with whom Paine lived in his old age. For many years the bust has lain in the cellar of the New York Historical Society.

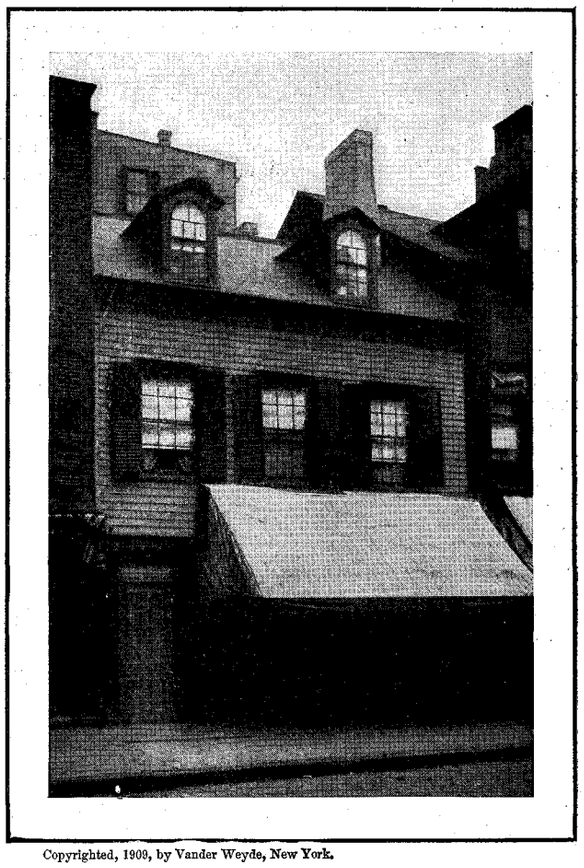
he is destined to recover "a glorious tho tardy fame among those who take the necessary trouble to rectify false estimates." Few men, this writer thinks, have suffered more from false judgment than this man. Its origin is traced by him to the influence of the "ruling aristocracy" in both Church and State who saw in the 200,000 copies sold of the first part of the "Rights of Man" evidences of "the new peril of a serf population who could read and think, and presently might act, for themselves."

After a long life of conspicuous service in the causes of political and spiritual enlightenment in three great countries of which he was a citizen, the writer observes, "a halo of infamy settled upon his memory which no vindication of the later historians of the revolutionary age in which he lived and worked has yet been able wholly to dispel." This is shown, the writer avers, by the fact that "respectable circles of 'educated' Englishmen" still entertain the "notion that Paine was a scurrilous writer of 'atheistic' books, and in politics a forerunner of the modern anarchists." Paine's memory has recently been honored by a museum in the town of New Rochelle, N. Y., established by the Huguenot Society; but this writer looks upon him as still an unhonored prophet by the evidence he cites here:

"The man whose eloquent and reasoned appeal, 'Common Sense,' first formulated the demand for independence, the first coiner of the great thought and expression, 'The United States of America,' the man whom Washington and Jefferson were proud to call their friend, and whose magnificent work for the liberation of their country they acknowledged with unstinted praise—this man was spoken of by Theodore Roosevelt quite recently as 'a dirty little atheist.' But, after all, our feelings of resentment at such a brutality are assuaged by the reflection that whereas Mr. Roosevelt will in a quick generation sink to the obscurity from which a series of accidents lifted him for a few years, history will gradually set in its proper place among the makers of the Republic the memory of the man whom he defamed."

Paine can not be placed among the greatest philosophers and political thinkers, this writer admits; but "the magnitude, variety, and immediate efficacy of his writings constitute him one of the chief personal forces of the revolutionary age." He goes on:

"Paine was not in the least an arid intellectualist; from his early life of sordid struggle, in what his biographer justly calls 'an almost incredible England,' he carried into the New England across the water a consuming passion for human justice and liberty, not as platform phrases, but as hard, concrete goods worth fighting and dying for, which set America afire, when she was confusedly pondering 'an impossible and unnatural reconciliation.' From America to France, fresh in the throes of her great upheaval, he passed, not as an incendiary, but as a moderating and constructive influence in her National Convention, risking his very life for the cause of clemency in dealing with a traitorous king. From France to England, carrying the same doctrines of liberty in politics and religion, not a cold utilitarian conception of individual rights, but a rich human gospel of a commonwealth sustained by a passion of humanity as deep and real as ever inflamed the soul of man. Roosevelt's 'dirty little atheist' was one of the first open advocates of the liberation of the negro slaves, of the abolition of capital punishment, of international



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PAINE'S NEW YORK HOME.

This house, now 293 Bleecker Street, was in Paine's day his home in Herring Street, Greenwich Village.

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treaties of arbitration; forty years before Comte he was the author of the phrase 'the religion of humanity.' So far was he from being the atheist his malignant traducers fastened in the common mind, that his first and avowed motive in writing his 'Age of Reason' was to induce man to 'return to the pure, unmixt, and unadulterated belief in one God and no other.'"

KONGO MISSIONARIES TO BE TRIED

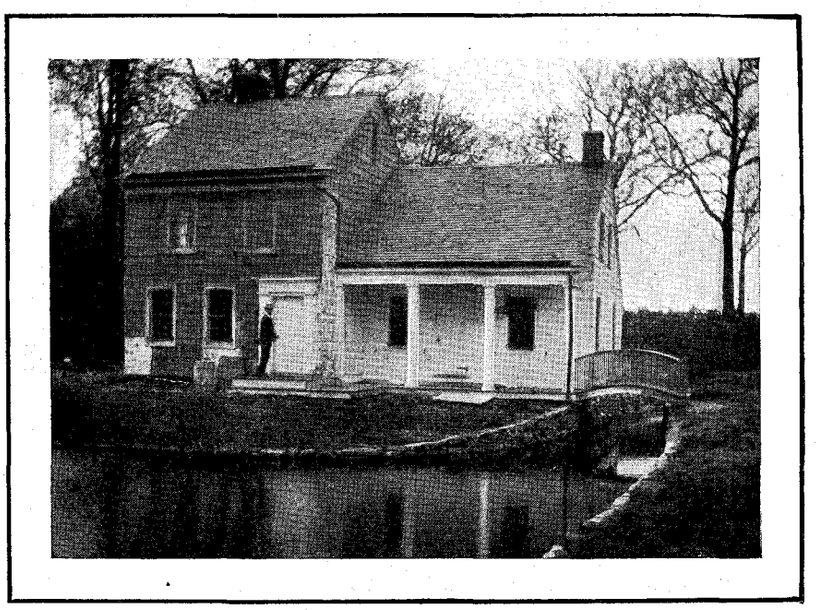
INDIGNATION is freely exprest by the Protestant press over the situation of the two missionaries, Rev. William Morrison and Rev. W. H. Sheppard, under indictment by the Belgian Government in the Kongo. The suit against the missionaries is brought by one of the Kongo concession companies that has a monopoly of rubber-gathering in the Kassai region. Damages to the extent of $20,000 are claimed from each of the men for "calumnious denunciation." "The circumstances are such that the suit is considered practically one brought by the Belgian Government against the missionaries" since, as *The Christian Advocate* (Nashville) points out, "the Belgian Government is in partnership with these corporations, holding over half of the stock of the one involved in this controversy." The indictment, says *The Christian Observer* (Nashville), is "based upon printed articles in which these missionaries have charged the company with cruel and illegal methods in collecting rubber from the natives and referred to the company as 'chartered.' Special stress is laid upon the use of this word instead of the term 'concessionary,' which the company alleges is the proper word to use in describing its character and legal status."

The trial was originally set for May 25 at Leopoldville in the Kongo, 900 miles from Luebo, where the missionaries live, and 1,000 miles from the district where the witnesses live. The Washington Government last month requested the Belgian Government to have the hearing postponed, but Belgium at that time replied that because of insurmountable legal obstacles this was impossible. On June 3, however, a Brussels dispatch to the daily press states that the trial has been postponed to July 30. The missionaries' chances of securing justice are thus pessimistically reviewed by *The Christian Observer*:

"The witnesses on whom the missionaries must depend for proof of their printed statements belong to the Bakuba tribe, which has been mercilessly oppressed by the armed soldiers of the prosecuting company; and the tribe is now in terror because of cruel deeds and open threats. What chance will there be to get the witnesses into court under such a régime of intimidation and outrage? Moreover, the Bakubas remember that in 1904, when the English Baptist missionary Stannard was tried on similar charges, the witnesses were thrown into prison before the trial and were terrorized by the Government into retracting all their former statements as to the wrongs that had been perpetrated. And the vital and significant fact in the case, which makes the proposed trial a travesty on justice, is the fact that the court which will hear and decide the cause is the creature and tool of the infamous Leopold, King of Belgium, who is, together with his coterie of political and commercial friends, the owner of 50 per cent. of the Company Kassai, now prosecuting the case.

"In other words, Leopold practically sits as judge in a cause where he is chief prosecutor and where his own pecuniary interests are the direct and supreme issue. Who can fail to foresee the one inevitable *dénouement* of so shameless a conspiracy? The cool insolence of the plan makes the blood run hot in our veins. And the conviction of the Baptist missionary five years ago, under parallel conditions, shows that Leopold's Kongo court will hesitate at no perversion of law or outrage upon justice in accomplishing its nefarious designs.

"The matter is exceedingly grave. The penalty prescribed in such a case is heavy; and the conviction of our missionaries means a fine of $16,000, or imprisonment for five years. The triumph of Leopold and his company will menace the usefulness, the safety, the very existence of our African mission. It will imperil the rights and interests of all other Protestant missions in the Kongo State. It will embolden the organized and chartered bands of robbers and murderers whose chief lord and chief beneficiary is the King of Belgium, and lead to wider and more remorseless oppression of the terrified and wretched natives of interior Africa. And it will lower the prestige of the United States and dim the honor and glory of its flag, since the toleration of such an outrage will be a public demonstration of our supine indifference to the rights of American citizens in Africa or of our powerlessness to protect and maintain their rights."



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THE THOMAS PAINE MUSEUM AT NEW ROCHELLE.

This house, with 277 acres, was presented to Paine by the State of New York in recognition of his services during the Revolutionary War. Now converted into a museum of Paine and Huguenot relics by the Huguenot Society.

The United Presbyterian (Pittsburg) declares it the duty of the United States "to see that our own citizens in the Kongo are justly dealt with," while *The Christian Advocate* (Nashville), already quoted, makes these further observations:

"This seems to us the occasion for some remarks. Tho American citizens in the Kongo may not speak their minds, their friends in America can. If Belgium is in the dirty business of collecting rubber 'taxes' from poor negroes who owe it no taxes, and that at the price of abuse and bloodshed, then the Belgian Government may as well make up its mind that people's mouths can not be stopt by suits for damages. Has our Government at Washington nothing to say when its citizens are imprisoned for no greater crime than criticizing the business methods of a commercial company? Dispatches from London assert that the remarks of these missionaries are no severer than statements made by a British consul in the same territory in his official report. We have not heard yet of the arrest and imprisonment of this consul.

"Not only ought the American Government to make prompt and pointed inquiry into the case of these its citizens, imprisoned on what has every appearance of being a trifling and trumped-up charge, but it should go further and see whether or not the promises of Belgium as to the treatment of the Kongo natives are being carried out. We record our regret that the fears which we felt and exprest that the transfer of the Kongo from Leopold to Belgium would bring the natives no real relief seem to have been well grounded. The governments involved ought to have insisted on more radical measures to guarantee the welfare of these

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poor creatures on the Kongo. Seemingly no man cares for their soul."

The comment of the Roman-Catholic press is not yet at hand, but they have often exprest the opinion that the stories of Kongo atrocities are fabrications, whose authors deserve severe punishment.

JEWISH ATTACKS ON THE SABBATH

THE *United Presbyterian* (Pittsburg), which sees this country engaged in an active crusade against the Sabbath, particularizes what it calls the "dechristianizing efforts of the Jews" as a part of this general movement. What this journal has to say calls out a rejoinder from Mr. Charles H. Joseph, the editor of *The Jewish Criterion* (Pittsburg). Among the twenty-five bills which have been introduced into the legislatures "antagonizing the quiet and rest of the holy day" *The United Presbyterian* finds its warrant for charging Jewish responsibility. It says:

"One bill proposes permission to conduct secular business as usual on the Sabbath by such as observe Saturday as a day of rest, and another extends permission to all who keep any other day of the week as holy time. In many ways the determination on the part of the Jews to abrogate practically all distinctively Christian institutions and laws, has been very positively shown. Our school-books and holiday entertainments must be dechristianized, and the name of Jesus be blotted out from the instruction of children. To the average American Jew this country is their land of promise. Nowhere in the world have the Jews enjoyed such privileges as here; in no other land have they been allowed to stand on their feet in the fulness of manhood and citizenship. And yet they seek to break down the institutions and the laws which have been fundamental in our Government and national life. This is a Christian land, altho not yet wholly sanctified in the lives of its citizens, and they who seek safety and a home here should accept the situation. If the Jew thinks it hard to be compelled to forego the profits of business on one day of the week he should remember that it would be an immeasurably greater hardship for the great body of the people to be deprived of the holy day."

Mr. Joseph thereupon retorts in this wise:

"We would ask the reverent author of the foregoing, by whose authority does he lay claim to the country, and why is it more his country than ours? Such uncharitable and intolerant language comes with poor grace from such a source. This land is just what it is because it gives every man the right to worship God according to the dictates of his conscience and is absolutely free from sectarian domination. That the American people indorse this view is shown by the fact that Mr. Taft was elected President despite the unchristian outbursts of hidebound orthodox theologians of the narrow school. We dread to think what would have happened, and the kind of Constitution we should now be living under, if the drafters of that great document and the founders of the Government had been narrow-minded churchmen, instead of big, broad, liberal men. . . . . .

"Tho our worthy friend is so eager to accuse the Jews of doing this or that in an effort to desecrate the Sabbath, what has he to say of those communities where liberal laws are in force and where the Continental Sunday is observed? All through the larger cities of the West the communities seem to be just as moral as the people of Pennsylvania, and yet they refuse to recognize the Blue Law as essential to righteousness.

"As for our school-books, by what right has any sectarian body to insist that they should be 'Christianized'? This is a country where men and women of all nationalities and religious beliefs have sought their homes. This applies to the ancestors of the editor of *The United Presbyterian* as well as any one else; and why should the Jewish child be compelled to read or study Christian Church-teachings in the public schools which he helps to support? Where is the fairness, where the justice of such a position? He says 'Nowhere in the world have the Jews enjoyed such privileges as here.' Well, where else in the world has any other American enjoyed such privileges as in his own country?

"We want to call the attention of the editor to this one fact, and that in as emphatic a manner as possible: the Jew is no less an American than he is, even if his religious belief is different. It is well that this should be understood once and for all. We are heartily sick of the utter intolerance and self-sufficiency that characterizes such ignorant outbursts."

INDIA GROWING SINCERE

A PSYCHOLOGICAL change is noted in the Hindu native, which furnishes Christianity its great opportunity. Besides the new civic ambition, the most notable change is in the spirit of sincerity with which the native approaches the externals of life. Then there is the Mohammedan "divesting himself of prejudices and intolerance," and the Hindu, "a steadily increasing section" of whom are daily "shedding off the superstitions and intolerance of their creed." All of these evidences of change are in marked contrast to the former mental habit of these peoples. These new tendencies are analyzed by Mr. N. C. Mukerji, principal of the Presbyterian Mission School at Mainpuri, in an article in *The Assembly Herald*, quoted with evident approval by *The Christian Patriot* (Madras). He writes:

"The baffling thing about India, that which has made it impervious to foreign influence, uncomprehended and incomprehensible to the foreigner, has been its true inward self-complacence combined with a marvel of outward adaptability. 'What will this babbler say?' has been the real mental attitude and for the outward life—anything and everything that makes for material advancement. The Hindu, from the Vedic ages piloted skilfully by a selfish theocracy, has come to possess for religion, worship of knowledge and of the possessors of knowledge. Aware of the fact that difficult forms of knowledge such as astronomy and mathematics traveled to the West from the East, he rests serenely confident that Christianity or the West has nothing to teach him. The Mussulman, the son of a conqueror, knows that his sword carried Islam from an obscure town in an obscure peninsula to three continents. Each is well satisfied, one looking to the *rishis* and the other to the *prophet*. And both are agreed that a life of peace and plenty is preferable and is to be secured by doing as the powers-that-be require, but that this outward subservience has nothing whatever to do with the priceless jewel of their inherited faith. Intellectual enlightenment, moral uplifting, and salvation of the soul, they decline with a superior smile. History, philosophy, literature, all the sciences and all theologies, soap, taxes, law and order, discipline, European clothes and ways of living, even ten years of Bible study in a mission school or college—everything is welcome if it makes for peace and plenty, but for no other reason. About the mind and the soul, the last word has been said; no others are needed; nothing can alter them. About the body and what will bring rupees, every wish and indication of a wish of the ruler is to be submitted to, smoothly and uncomplainingly. This adamantine firmness in things inward, with a mercurial versatileness in things outward, has been the bane of India."

The first sign of amenability to foreign teaching, it is said, came in the early nineteenth century, and "missionaries of Carey's time gathered their first fruits." Fifty years later there was a second crop, due again to the personality of missionaries in educational work. But for the mass of the people "none of these movements constituted a departure from the fixt attitude of rock within, silken smoothness outside." But "with the advent of the new element of sincerity, this growing away from the old faith may mean growing toward a new one if its claims are adequately presented." Further:

"What is called 'present discontents' involves a large mass of Indians, who are for the first time departing from their custom and positively expressing an opinion on the matter of external life instead of smoothly submitting to it. For the first time we have an outward mass action *corresponding* to the inner feelings—the dawn of what the Anglo-Saxon calls sincerity. We have a proof that foreign teaching has penetrated the hard shell of self-complacency, and inward conviction even with the Indian has resulted in outward act. The ancient faith of each is no longer the tower of strength it used to be to the Hindu and Mussulman. Mohammedanism possessing one element of real strength, viz., the worship of one God, has not reached the degree of disintegration that Hinduism has."

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NOVELS OF CHICAGO LIFE

CHICAGO has a school of novelists that wins from Mr. Howells the confession that he likes "to recur to it better than to that of any other Americans now writing fiction." This is by way of "placing" one of their number, Mr. Robert Herrick, whose lack of general recognition seems to arouse that spirit of knight-errantry that led Mr. Howells to speak some time ago in behalf of an English novelist, Mr. Leonard Merrick. Indeed, their extrinsic cases, he finds, bear a likeness in the matter of winning no large public. Mr. Herrick he places among the few American novelists of a later generation than Mr. Henry James, "who are at once moralists and artists." The number is so few, he says, that it would be easy to count them on the fingers of one hand. Of Mr. Herrick's work he speaks in these terms in *The North American Review* (June):

"It does not stand alone; but it is quite sensibly part of what is alone vital in our imaginative literature; it is apparently, if not actually, the fulfilment of an ethical impulse effecting itself by means of truth to life, and by the study of character, serious, self-respectful, a little less lightened by humor than I could wish, but kept in its course by its constancy to a high purpose. It asks courage in the reader who shrinks from pain; but if he will once submit himself to its conditions, it will hold him to the last word with a grip on his interest which nothing merely amusing will lay. As I understand, this is what the reader primarily wants; but Mr. Herrick's fiction will do something more for him; it will keep him under its spell when he has shut the book. It will give him something to think about; himself, for instance, and his relations to other men very like himself in their common human nature. If his thoughts are not altogether pleasant, it will appeal to his sense of justice to declare why, and it ought to set him about seeing how he can make his thoughts pleasant."

Mr. Herrick's novels—six in number—"are mainly peopled by Chicagoans, especially Chicagoan women, either native or of that more Eastern or more Western derivation which somehow fails of making Chicago cosmopolitan." The mirror held up to Chicago, says Mr. Howells, "does not always show her a flattering image." The books, as they are named in this study, are "The Gospel of Freedom," "Memoirs of an American Citizen," "The Common Lot," "Together," "Jock o' Dreams," and "The Web of Life." All of them are termed "modern in the full, frank, and fearless spirit of their dealing with their material." The fourth of these is the latest published and perhaps best known. In certain others of Mr. Herrick's books he is shown as a painter in the field of our economic and commercial life exploited by a few novelists and more muck-raking magazine critics. But—

"What makes Mr. Herrick so useful in this field is his artistic self-control. Such books as 'The Common Lot' and 'The Memoirs of an American Citizen' strike me as scarcely amiss in any detail, and they are without the hectic flush which in an author imparts itself to his subject, and makes his reader doubt if it be the hue of life. The books are, of course, rather the more terrible on account of their quiet veracity; and their convincing power brings us to a wholesome shame for what we have so largely become. They are not only terrible, but they are terrifying in certain climaxes, such as that awful hour in 'The Common Lot,' when the architect who has 'stood in' with the jerry-builder sees the victims of his fraudulent construction drop into the roaring volcano which his 'fire-proof' edifice has become. As you look on with the wretched man, whose moral ruin has been so reasonable, so logical, you become one with him in your consciousness of like possibilities in yourself. When a novelist can do this with his reader, he has taken himself out of the category of futile villain-mongers and placed himself in the high, clear air where George Eliot discovered in our common human nature her immortal *Tito*."

In "The Memoirs of an American Citizen" the author pictures a business career "with as much skill in its implications as in its facts; the spiritual and material incidents are portrayed with an equal sense of their outer appearance and their inner significance." It is called "a grim book"; but "The Web of Life" is termed "a tragical book with as much fealty to truth and more final comfort." Of this we read:

"Public interests enter into it, as they do into nearly every book of Mr. Herrick's, but it is a personalized relation which its people bear to them. If I did not think so well of his other books I might say this was his best; there is a poetic sense of Fate in it, quite

ROBERT HERRICK,

Whose fiction Mr. Howells finds "much more broadly based than that of any other American novelist of his generation."

short of fatalism, and a pathos which the austere Nemesis of 'The Common Lot,' for instance, does not indulge. Mr. Herrick always, probably, evolves his characters with reference to their origin, which may be as simple as you like; he lets them keep their tradition, their conscious past, through whatever social successes tempt them or reward them; and we often see in them the truth noted by Mr. George Ade that 'Chicago is a city made up of country people . . . a metropolis having a few saving virtues of a village.' Such a saying is a key to the secret of what goes on in the minds and hearts of nearly all the people in 'The Web of Life,' and they are the more interesting because they have not lost the strong vitality deriving from the Indiana village or the Wisconsin farm. It is a great book, but sad, sad."

"The Gospel of Freedom" Mr. Howells regards as Mr. Herrick's greatest book. The people in it "are such as from your experience of men and women you know to be veritable, and without being overmotived, they work out to the inevitable end." Mr. Howells observes further:

"It is the highest privilege of the artist to take not only morally mean and nasty people, but dull and tiresome ones, and by virtue of showing their reality to make them interesting and even fascinating, as Mr. Herrick does in more than one book. The detestable little esthete (who is the sole 'hero' of 'The Gospel of Freedom'), living upon the liberality of those who really love beauty more than he, without the expectation or promise of use in his study of the beautiful, is no more a triumph of that author's art than such a null and merely selfish woman as the heroine's mother, who seems merely to happen in it. But the highest triumph of all is the equilibrium in which it holds the reader's feeling toward the heroine. This is a balance which seems the effect of her own nature, and tho it trembles now toward the squalor of moral ruin and now toward the pathos of innocent suffering, it does not finally incline toward either. She is what she has become: a woman who has sought herself and not others in what she has been and done, and who pays the cost."

What Mr. Howells finds finally to say of this Chicago writer's

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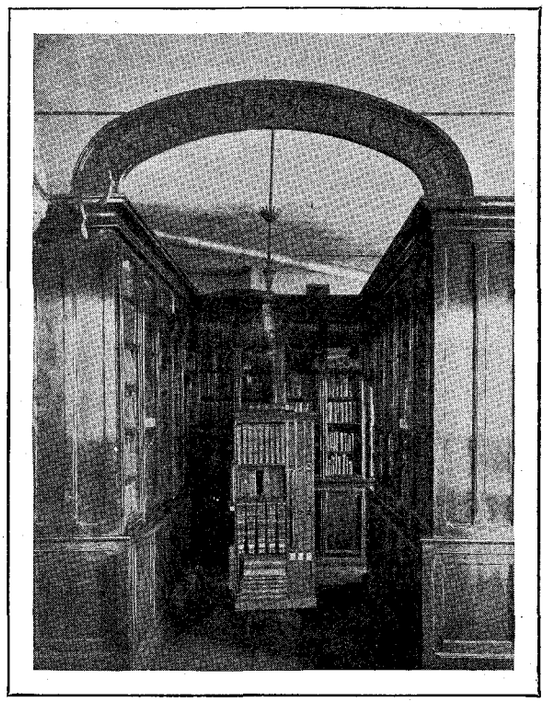
work is that "it is much more broadly based than that of any other American novelist of his generation. . . . It is founded on the universal passions and propensities, but the superstructure is rather of the exceptional than the universal experiences."

MR. CARNEGIE ON THE WISDOM OF LIBRARY-GIVING

THO Mr. Carnegie has given over $50,000,000 for library buildings in all parts of the English-speaking world, he has not escaped criticism from detractors. Hitherto the exact extent of



MR. CARNEGIE'S FIRST LIBRARY GIFT.
The Carnegie Alcove in the Pittsburg Library.

his benefactions has not been known; nor have his own particular views of the matter been given any extended statement. But *Collier's* for June 5 presents an article from his own pen which, tho not such in form, seems to be in fact a reply to his critics. Here are some of the important statements:

"The letters received from parents thanking me for libraries established and telling of the change these have made upon their children are numerous. It is not only what a library does in a community; that is only one-half of its sphere. What it prevents is equally important. If young men do not spend their evenings in the library, where will they be spending them? If the young do not acquire a taste for reading, what will they otherwise acquire?

"It is often charged against public libraries that they supply so much fiction. There is something to be said upon that side, but the impression received by the figures is greatly misleading. The novel is returned on an average in a few days, but the solid book, conveying instruction, is kept five times longer; so that when we read of fiction being one-half of the total books read, if the time consumed be compared with that spent upon instructive works, then the time spent upon fiction is 10 per cent., one-fifth of that which the reader would suppose, after reading that fiction is 50 per cent. of the whole. But even if fiction be read far more than any other one branch, provided the fiction be good, it is salutary.

"It means much to young men and women that after their dreary, uneventful toil during the whole day they should be admitted to the world of good fiction. The masters of fiction are benefactors to the race, and the librarian is becoming fully alive to the fact that his mission is not only to hand out the book asked for, but to lead the applicant into green pastures—the best fiction.

"I like library-giving for one reason particularly. The library gives nothing for nothing. The youth who is improved by it must cooperate. If he does not read and study he finds no reward. Nothing for nothing is the law within the walls. Help yourself is the decree.

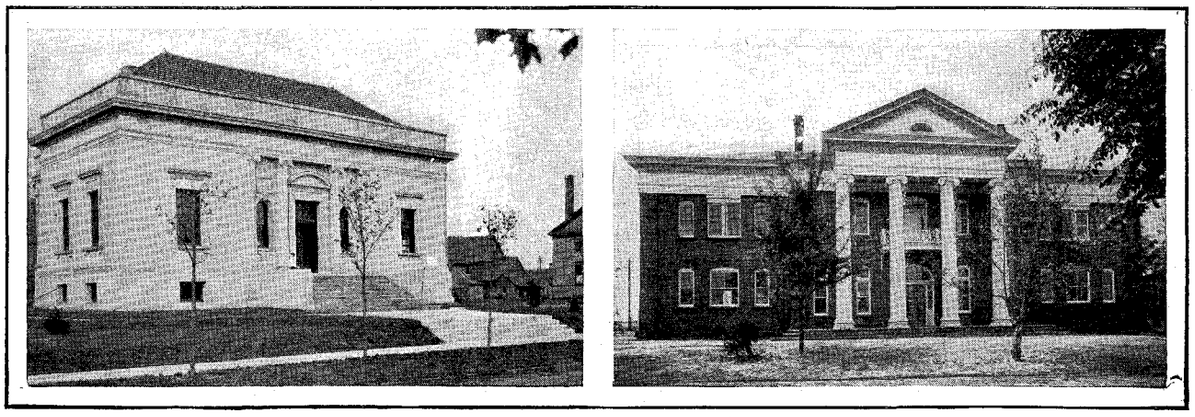
"Another feature pleases me greatly. The library supported by taxation is owned by the community. It is no gift to the poorer classes. They also contribute their mite. It is the library of the people, and within its walls the poorest citizen has all the rights of the Mayor.

"Free public libraries are the cradles of triumphant democracy. The workingman, showing his friends who have come to visit him the buildings of the town, can stop as he comes in sight of the library, which I rejoice to say is almost without exception an ornament to the town, and say to his astonished guests: 'Here is my property. I am an owner of this building. The Mayor has not any more rights within its walls than I have. I am part owner with him.'

"Another consideration most grateful to the giver: he has not pauperized the community in any degree; he has only given the building. The community gives the site and maintains the library.

"When I gave Dr. Billings the note agreeing to furnish New York City with seventy-eight library buildings, which was the largest wholesale business I ever did at any one time in library-giving, I was met by many who offered their hands and wished to congratulate me upon having given New York such a gift. My invariable reply was: 'No, I can not receive your congratulations upon that account; but if you wish to congratulate me upon having induced New York City to agree to supply its inhabitants with free libraries everywhere, then shake.' It is not what the individual gives, but what, by giving part, he thereby induces communities to give, that really counts. My part is small, but it stimulates cities to do great things, and I am grateful for being even so humble an agent in bringing within reach of the poorest—the 'people's university'—a collection of books free to all.

"Distant is the day when the free public library, maintained by



AT SAULT ST. MARIE. AT TUSKEGEE.

TWO CARNEGIE LIBRARIES.
Mr. Carnegie likes library-giving for one reason particularly, he says. "The library gives nothing for nothing."

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A "CARNEGIE" FOR THE FIJI ISLANDS.

Laying the corner-stone of Mr. Carnegie's latest gift.

taxation, will cease to be recognized as a fountain from which only healing waters flow."

Mr. Carnegie suggests that something of his library-giving propensity is perhaps due to heredity. His father before him began this form of benefaction; and in his article Mr. Carnegie pays this pious tribute to the weaver of Dunfermline:

"It was not until long after I had begun that I learned that my father, a weaver in Dunfermline, was one of five fellow weavers who agreed to combine their few books and give them out to applicants. A vacant space in my father's loom-shop was filled with the few books, and this was the beginning of the library movement in my native town. This was shortly after I was born. The records show that this collection was moved seven times, the first time in the aprons of the pioneers, each move increasing its sphere until it was merged in the Mechanics' Library. So that my father may be said to have assisted in giving the first public library to Dunfermline, and his son has been privileged to give the last. I have often said that I do not know a lineage which I prefer to that of a library-founding weaver."

There are now 1,800 Carnegie library buildings, all established under the usual conditions, scattered among the English-speaking peoples of the globe, including New Zealand, the West Indies, and Australia. Canada, it is said, has taken almost as many as our own land in proportion to population.

The Total of Mr. Carnegie's Library Gifts

(Revised to December 31, 1908)

United States	959	buildings	208	branches	$34,870,745
Canada	86	"	5	"	2,059,415
England and Wales	329	"	59	"	7,859,550
Ireland	42	"	21	"	724,610
Scotland	105	"	18	"	2,075,080
New Zealand	14	"			146,250
British West Indies	5	"			119,000
Australia and Tasmania	2	"			47,500
South Africa	3	"			23,500
Seychelles Islands	1	"			10,000
Fiji Islands	1	"			7,500
College Libraries					3,653,753
Total					$51,596,903

MR. ROOSEVELT'S LITERARY FIND

MR. ROOSEVELT has gone abroad and discovered an American author—a fact that seems to him "rather queer." The writer is Mr. Warrington Dawson, who has published two novels, "The Scar" and "The Scourge," in England during the last year or two. The editors of *The Outlook* (June), where Mr. Roosevelt announces his find, explain more fully that Mr. Dawson is a South Carolinian who has lived many years abroad, much of the time in France. This is given as further satisfactory evidence why he is still a prophet unhonored at home. Mr. Roosevelt, writing during his leisure moments at Mombasa, thinks it "not very creditable to us that this American, writing with unusual power of American scenes and problems, should have an exclusively European audience." But his fellow editors view the situation with more equanimity. They point out that Mr. Dawson is not yet thirty, and add that "if Mr. Roosevelt's judgment of his stories should be confirmed by American readers, Mr. Dawson has ample time before him yet to add his name to the growing list of successful American novelists." We quote the ex-President's words more fully:

"Mr. Dawson's stories are laid in the country districts and small towns of Virginia. In each volume a Northerner, in the first a woman, in the second a man, is thrown into intimate contact with the members of a proud caste of provincial aristocrats, who have been slowly sinking under the burden of grinding poverty, whose poverty-stricken lives are both hardening and narrowing, but in whose strongly individualized natures there dwell qualities and capacities of the highest kind. It is in his studies of these native Southern whites—both men and women, both those who are painfully struggling upward and those whom an iron fate is slowly forcing downward—and in his studies of the dark-skinned alien race standing so utterly aloof from them and so intimately connected with them, that Mr. Dawson excels; and it is not necessary to agree with all his conclusions in order to appreciate the value of his work. But almost equally good is the study of the Northerner who dwells South, who has made a real business success, who is in his own fashion devoted to the interests of the people with whom he has spent his life, but whom they at bottom never cease to regard as an interloper; and Mr. Dawson is entirely just

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in showing how ungenerous and unwarranted part of this attitude is, and, on the other hand, the measure of justification which it has in the hard narrowness that makes the intruder insist on trying to do good to the community in many ways which represent what is either unnecessary or even injurious.

"I have no intention of writing a criticism of Mr. Dawson's two books; but it is worth while calling attention to the fact that this author, who writes with power and interest of vital home matters, has his critics and his audience abroad, but has neither critics nor audience at home. He should have both."

BEAUTY OF OLD AND NEW SPELLINGS

TO simplify spelling would inflict a loss of the beauty of words that would be intolerable. So claim the exponents of the esthetic argument against change, says Mr. William Archer. A distinguished novelist in discussing the problem with him declared that "simplification would leave the language bare and bald, like the whitewashed wall of a Methodist chapel." "You must have ornament!" asserted this objector. "You must have arabesque!" Mr. Archer, proceeding to state the full implications of this position, maintains that the objector should not stop with defending "the special forms of unreason now dominant," but might go on "to declare that the more luxuriant 'arabesque' of (say) Elizabethan spelling is preferable to the comparatively meager ornamentation of to-day," standing up, for example, for "musicke" and "physicke" and "dogge." The esthetic argument, says Mr. Archer, found an English defender who declared that "English spelling is a thing of beauty, with which irreverent meddlers shall not be permitted to tamper." Another writer, quoted from *The Westminster Gazette* (London), described the desire for reformation as "hideous lunacy." Mr. Archer, in a pamphlet issued by the English Society, takes up the esthetic argument as being a plea for "pure beauty" and answers it in this wise:

"The fallacy of our estheticists, then, lies in arguing from the ugliness (as they esteem it) of simplified spelling to the beauty of conventional spelling. The sensation of ugliness is, for them, quite real. It is a psychological datum of which all rational reformers must take account. It is, indeed, the one serious obstacle to simplification. I wil go further, and say that few reformers are themselvs unconscious of the shock occasiond by unfamiliar word-forms. But they know that the uneasiness arises from the interruption of habit, not from any loss of positiv beauty. They find by experience that a new habit soon grows up, and that a form that satisfies the reason does not long continue to jar upon the unreasoning nervs. Moreover—and this is the essential fact—they recognize that for coming generations, accustomd from the first to reasonable forms, those forms wil hav neither less nor more esthetic charm than the clumsy misspellings of to-day."

Mr. Archer admits that words have a beauty for the ear which consists of "sonority," but the simplifiers "do not propose to alter a single sound in the language, except in so far as a reasonable orthography would tend to check slovenliness of pronunciation." But regarding a word as a mere visible object, "a longer or shorter string of letters," not one of them, he thinks, has any remarkable beauty of form. He continues:

"What are the elements of beauty? Are they not outline, proportion, symmetry, color, light-and-shade? The last two elements are manifestly absent from the printed word. When we talk of the 'color' of a word, we think, not of its letters, but of the associations connected with either its sound or its meaning. As for the other three elements, they must evidently be sought in the disposition of the excrescent letters among those which keep to the level. Words composed entirely of unexcrescent letters hav no more outline than a bar of soap, and considerably less than a poker. But level words of any length are rare; can we find beauty, symmetry, proportion in the far comoner words of more or less broken outline? If so, there must be some law or laws determining, from the esthetic point of view, the best distribution of the excrescences; and words must be more or less beautiful according as they conform to or sin against these canons. But no one, I venture to say, has ever herd of any such canons, or tried to formulate them. What is the most beautiful form of word? That which begins and ends with an upward excrescence? or that which begins with an upward and ends with a downward excrescence? or that which has two excrescent letters exactly in the middle? or that which forms a saw-edge with three upward or three downward excrescences? There is no answer to such questions; they are absolutely futile. As a matter of fact, excrescent letters occur at every possible point and in every possible order, nor has any one ever dremt of attempting to alter or adjust their distribution with an eye to 'arabesque.' There are a few words which present anomalies or freaks of arrangement—words, for instance, like *Hannah* or *level*, which can be read backward as well as forward. They wil scarcely be claimd, however, as examples of the beauty of symmetry; and even if they are, there is not one word in ten thousand that presents any such characteristic. The assertion of inherent visual beauty, in fact, is so utterly empty that, in order to reason against it at all, we hav to lend it more substance than it actually possesses. One final consideration is perhaps worth suggesting. If printed words are things of visual beauty, that beauty ought to be as apparent to a foreiner, wholly ignorant of English, as to any one born to the use of the language. Indeed, the foreiner ought to be the better judge of such beauty, inasmuch as his purely visual perception woud be undisturbd by any irrelevant associations of sound or sense.

"But we find, as a matter of experience, that the words of any language are far more apt to seem grotesque than beautiful to the eye of an observer who knows nothing of their meaning and can make only wild guesses at their sound. Silly caricatures of the visual aspect of unknown tongues are among the unfailing resources of cheap humor. What Englishman is guiltless of having laught at the apparent absurdities of Welsh?—in which, by the way, the spelling is fonetic in a high degree. Yet there is no reason to dout that Welsh is as beautiful in a Welshman's eyes as English in an Englishman's; nor is there any reason to suppose that Welshmen who are ignorant of English cherish an envious admiration for the visual beauty of English words."

The sense of ugliness which arouses so much hostility to simplification, says this writer, is largely due to the fact that "the very absurdity of our current spelling has tempted many writers—Thackeray, for example, in England, and 'Josh Billings' in America—to make humorous capital out of it in the way of burlesque." Further:

"People regard the fantastic spelling of these humorists as a satire upon 'fonetic' reform; whereas, in fact, it is a satire upon the recklessly unfonetic nature of our conventions. In better-spelt languages there is little temptation to this form of humor, and it is little practist. Many of the spellings, both of Mr. C. J. Yellowplush and of 'Josh Billings,' represent the respectiv dialects of these distinguisht characters, and hav no more bearing on our subject than, for instance, the brogue of Mr. Dooley. But a considerable number of Mr. Yellowplush's eccentricities arise from the attempt to represent correct sounds by methods which are also 'correct'—in other words. Such are 'emocean,' 'scentiment,' 'I boughed again,' 'if you're up to snough,' 'soughring,' 'say neigh to him,' 'misteak,' 'a phig for your politix,' 'roat,' 'roags,' 'the bell was wrung,' 'a pail fase and a pare of falling shoulders,' 'yousual,' 'nevyou,' 'a pint of small bier,' 'let me draw a vail over the seen,' 'your write in giving them all possible prays.' These spellings are a plain testimony, in some cases to the ridiculousness, in all to the wild inconsistency, of our establisht conventions. Their wrongness in these words is as arbitrary as their rightness in other words.

"Reasonably considerd, they are a powerful plea for simplification; but in practis they act as a stumbling-block, by reenforcing the tendency to regard every change of spelling as ludicrous and vulgar. 'Josh Billings' is a far less ingenious and amusing letter-twister than Thackeray. Most of his spellings merely exemplify the haphazard foneticism of the uneducated. But there is a touch of satire in 'oph' for 'off,' 'ced' for 'said,' and 'highsts' for 'hoists.' I mention these humorists merely to show how English spelling is fortified in its very badness—how the very proofs of its irrationality make it all the more difficult to amend."

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THIS YEAR'S GLIDDEN TOUR

The pathfinders for the Glidden tour of next month having completed their work, details of the course and of the conditions of the contest are at hand. Arthur M. Jervis, writing in *Motor* for June, declares that the contest will in every respect be "larger and better than any before." He says in detail:

"It will be a longer tour in point of mileage and of time-duration. It will go into new fields and be less of a circuit than heretofore, covering a greater stretch of country in one direction than any other A. A. A. tour in which the Glidden trophy has figured. The tour to St. Louis, in 1904, is the only one comparable to that of this year and that was not a contest. There are more prizes at stake than ever before and the conditions under which they are offered make stronger the incentive to compete. There are three trophies for the 1909 contestants and each will go to an individual. The rules have been revised so as to be more exacting, making the contest in some respects a little more severe and difficult, while on the other hand there never was so much promise of lavish entertainment along the route. These are of a character calculated to make the tour resemble a triumphant procession.

"For the first time since the Glidden trophy was offered the mileage of the contest for it will, this year, be somewhat in excess of 2,000 miles. The elapsed time of the tour will be eighteen days, which is three days more than in former years, while the actual running-time will number fourteen days, the daily mileage being slightly more in the average."

A map, printed elsewhere on this page, shows the route as already determined. It is subject, however, to some minor changes. The contestants will start from Detroit on the morning of July 12, and are expected to stop each night at the following cities: Kalamazoo, Chicago, Madison, La Crosse, Indianapolis, Fort Dodge, Omaha, Kearney, Julesburg, Denver, Hugo, Oakley, Salina, and Kansas City. The two Sundays will be spent at Minneapolis and Denver. The soil of ten States will be touched upon. The scenery, however, will be inferior to that which has been visible in former tours, when the route led generally through the mountain resorts of Eastern States. For several days the contestants will traverse an unpicturesque prairie country. In the far West there will be long stretches when few towns will be entered. The writer says:

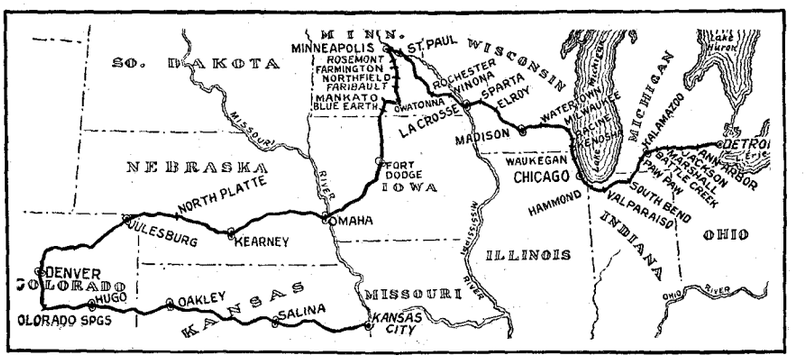
"The pathfinders traveled seventy miles without seeing a town after leaving Ft. Morgan, and then the little town of Bennet had only half a dozen houses. From there on to Denver, thirty miles, there is only one other small town, Watkins. The road winds across the open prairie and in many places is barely discernible. The passengers will have plenty of opportunity for exercise in opening and shutting gates. These gates are simply the conventional three-strand barbed-wire fence cut at one post and then a pole fastened to the end of the wires. A short wire is looped over the pole from the regular post to fasten the gate. As the loop is generally a tight fit the inexperienced gate-opener is likely to tear his clothes or run a barb in his hand. As he is getting a taste of Western life, however, little inconveniences like these are not minded.

"While there are but few human beings along the last half of the day's journey into Denver, the country is thickly settled by prairie-dogs, and these little creatures will perhaps excite more interest and enthusiasm among the tourists than would a broad-shouldered frontiersman. The dog towns may be recognized by numerous small holes in the ground with the earth thrown up about a foot around them.

"The journey of the pathfinder was also enlivened by the appearance of two antelopes. The photographer tried to get a picture, but the little animals were too far away to show up satisfactorily. Another interesting feature of the run was the mirage. A large lake appeared in the distance with trees and buildings and cattle grazing, apparently knee-deep in water. As the car advanced the water receded and finally disappeared, leaving only the apparently interminable prairie."

The pathfinders, owing to the trip having been made before the roads had settled down to summer conditions, frequently made much slower progress than will the contestants. For example, on April 14, they made only seven miles in going from Kalamazoo to South Bend, whereas from South Bend to Chicago, on the following day, they made 103 miles. Leaving Madison on April 18, they covered only 25 miles. On other days the distance covered varied from 7 or 11 miles to 75 or 91 miles. A writer in the New York *Evening Post* says:

"How much better the tourists will fare when the roads are hard and dry than did the pathfinders, is shown by the schedule. Several times they took four days to go over what will be a one-day run for the tourists. The last day's run of the pathfinder was 66 miles, from Topeka to Kansas City. It took 9½ hours for the run, whereas the trip has been made, in summer, in 3 hours 24 minutes, so good are the roads when dry. The last four days of the tour will be the most interesting according to the experiences of the pathfinders. Running along the foothills of the Rockies, with Pike's Peak in view, they saw three herds of antelopes on their second day, out from Denver, and, later, a herd of elks was seen, besides a few bears and plenty of coyotes and prairie-dogs. Near Wilson, Kan., the pathfinders had a hard experience with a spring freshet, the baggage being submerged with Dai Lewis's records in it."



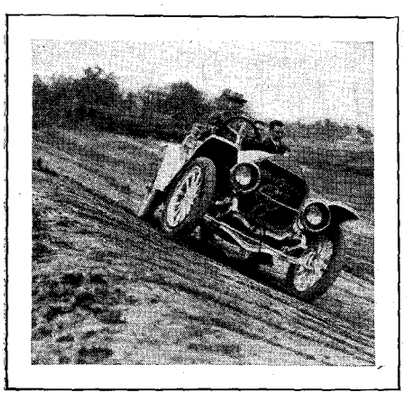
ROUTE LAID OUT BY THE PATHFINDER FOR THE GLIDDEN TOUR.

The same paper prints some items from the report of Mr. Lewis, the pathfinder, who declares that this will be "the greatest tour yet made." Of the interest shown in the West he says:

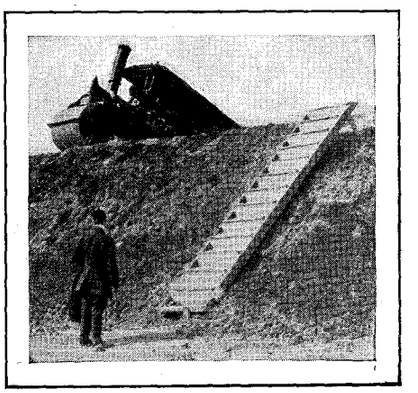
"Throughout the States of Wisconsin, Minnesota, Iowa, Nebraska, Colorado, and Kansas every farmer that the pathfinders talked to either had automobiles or was talking about buying. Kansas City is the third largest automobile distributing-point in the country, and the dispensers of motor-vehicles in that city claim that this is accounted for by the immense demand of the farmers.

"One town passed through between Denver and Kansas City, Ellis, has a population of 1,500 people, and out of that number more than 100 own automobiles. The tour is going to be watched with a great deal of interest, and those cars that participate will reap a harvest in the section traversed. Denver is automobile crazy. When the pathfinders arrived at the city line there was an escort of 143 cars waiting, bombs were shot off, and a brass band escorted us through the streets of the city."

It is notable that the Glidden trophy



ONE OF THE TURNS ON THE INDIANAPOLIS SPEEDWAY.



THE EMBANKMENT OF THE INDIANAPOLIS SPEEDWAY.

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this year will not go as formerly to a club, nor will it be competed for by teams. It will go to the individual contestant who makes the best score and will be held by him for one year. It is asserted that this new condition has promptly stimulated new interest in the tour, the number of entries at an early date having been exceptionally large. The conditions governing entries are stated as follows:

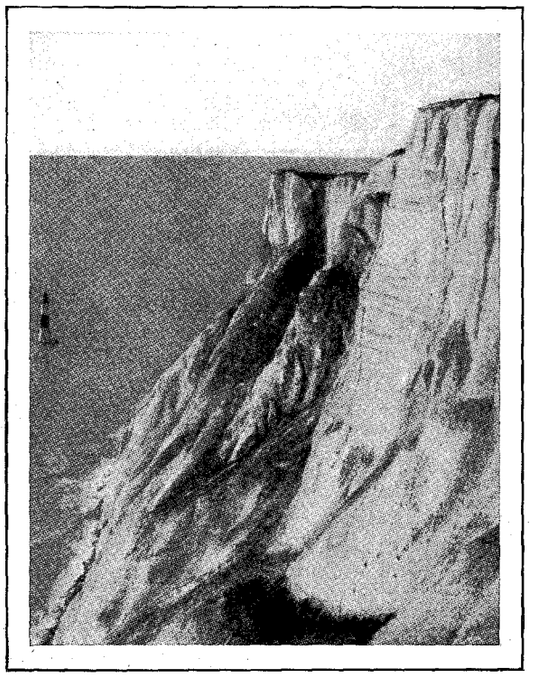
"Cars competing for the Glidden trophy must consist of a regular touring-chassis, mounted by a full touring-body and carrying four passengers, or equivalent ballast. For the Hower trophy any regular stock chassis, mounted by a runabout body and carrying at least two persons may compete. Any stock chassis mounted by a miniature tonneau and carrying four persons, or the equivalent ballast, may compete for the Detroit cup. Each class of entrants will have different running-schedules, but the penalties will be the same for all."

The writer in *Motor* describes the arrangements made to accommodate contestants at hotels and elsewhere during the tour:

"During the first eight days the participants will be quartered in the hotels of the cities where the night stops are made, as heretofore. An improvement has been made in the method of making the hotel arrangements this year. There will be two men attending to the hotel bookings and they will make alternate advances so that while one will be always ahead, the other will be always with the tourists. During the last ten days the entire party will be housed and fed in Pullman sleeping- and dining-cars, which will be side-tracked at the night stopping-places from Fort Dodge to Denver and back to Kansas City. The lack of sufficient hotel accommodations is responsible for this arrangement, and in order to effect the deal it was necessary to engage the cars for a continuous stretch, so that they will be used even at Omaha and Denver, where hotel room could be had. This feature of the tour will lend a touch of the picturesque, for on various nights the cars will be at lonely sidings where there will be excuse and opportunity for camp-fires, stories, music, and capers."

THE SPEEDWAY AT INDIANAPOLIS

In a former issue of this paper some of the details of the new speedway at Indianapolis were given. Later information, coming from the speedway managers, has further value. The park enclosure in which the speedway is situated, comprises 328 acres. The buildings on the ground will be 41 in number, including grand stands, garages, club-house, machine-shops, and restaurants. The circumference of the main track will be five miles. The fence enclosing the grounds will be three miles long. The grand stand and other stands will seat 25,000 persons. On the grounds can be placed 10,000 motor-cars. The entire grounds afford standing-room for 200,000 persons. The total cost of the speedway will exceed $350,000.



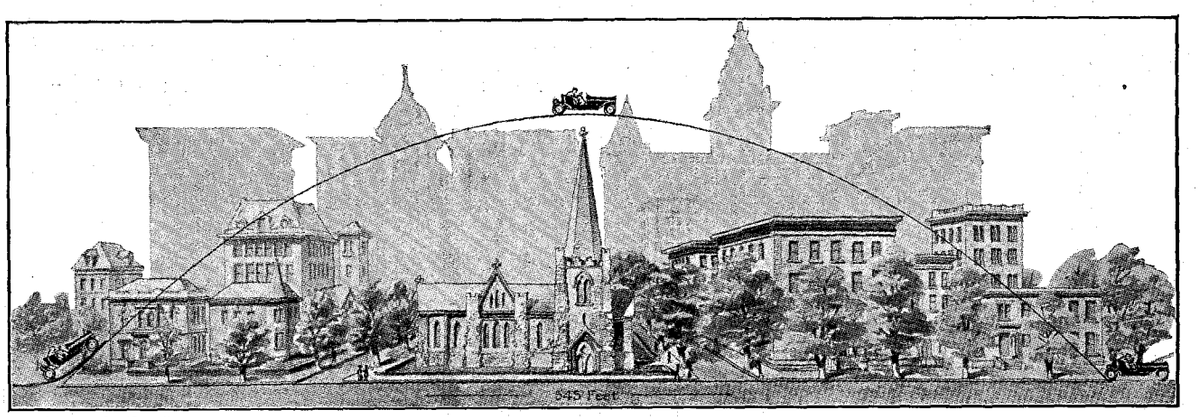
BEACHY HEAD ON THE SOUTH COAST OF ENGLAND, 532 FEET ABOVE THE SEA, REACHED BY A FINE ROAD.

The workmen who have been employed at one time in constructing the course have numbered about 800, and the number of mules about 1,000. The track is 50 feet wide when straight and 60 feet at turns. The course is about ready now for laying the gravel, of which 20,000 yards will be laid. Steam-rollers of 15 tons will be employed. Some 300,000 gallons of asphalt-oil will be mixt with the gravel. Men have been working day and night. The course may be easily reached from the center of Indianapolis, the distance being only four miles. It is expected that by the middle of June the laying of the crusht stone will have been completed and made ready for the application of oil. The men employed on the work live in camps and the mules in stables on the grounds.

The public were to be admitted to the grounds for the first time on June 5, when a balloon contest was to occur. The first test of the roadway will not be made until July, when there will be a meeting of motor-cyclists. After July 15, racing teams of motor-cars will be allowed on the track. The first motor-car race will not occur, however, until August, when the speedway will be opened for a three days' meeting, each day being given up to a long-distance event. One of the trophies will have a value in the silver of $1,000; another a value of $5,000. For the latter trophy, the distance run will be from 350 to 450 miles. At least twelve American teams are expected to be entered for this event. In September an international 24-hour race will take place, the track being "lighted as no track has ever been lighted." In October another international contest is expected, the speedway track and the minor course being combined.

Barney Oldfield, a famous track driver, declares that the track at Indianapolis "surpasses even the ideas that I had as to what it was," and that both the Savannah and the Vanderbilt courses "must give

(*Continued on page 1026.*)



Courtesy of "Motor."

AN ILLUSTRATION OF THE ENERGY ACQUIRED BY A CAR WHEN TRAVELING NINETY MILES AN HOUR.

According to a writer in *Motor*, this momentum "would be capable of hurling the car bodily into the air at a vertical distance of 272 feet, or, if the track on which the car was running took an upward incline of forty-five degrees for a few feet and then came to an end, the machine would make a jump of some 545 feet before alighting. This is, in fact, the distance from the 'take-off' to the point where it would strike the road again. In its flight, it would clear the roof of a ten-story office building occupying a full city block, or it would leap over the average church steeple."

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REMY HIGH TENSION MAGNETOS

ARE BEING USED ON THREE OUT of EVERY FIVE AMERICAN CARS EQUIPPED WITH MAGNETO IGNITION THIS SEASON

It is estimated that 72,000 Gasoline Cars are being built in America this year and that 70 per cent. are being equipped with magneto ignition.

We have sold over 30,000 Remy Magnetos on Minimum Specified Delivery for 1909 and have bought material for and are building over 35,000 High-Tension Magnetos for Motor Cars.

A CONTRACT FOR 30,000 REMY MAGNETOS

HAS JUST BEEN GIVEN US BY THE BUICK MOTOR COMPANY FOR THE SEASON OF 1910.

No higher testimony of merit of a Magneto could be given than the placing of this contract—the largest contract for Magnetos in the history of the motor industry and Magneto manufacturing—by a company which has used it as standard equipment throughout the past season.

Several new fire-proof factory buildings are now under course of construction and when completed and equipped will give us a capacity of

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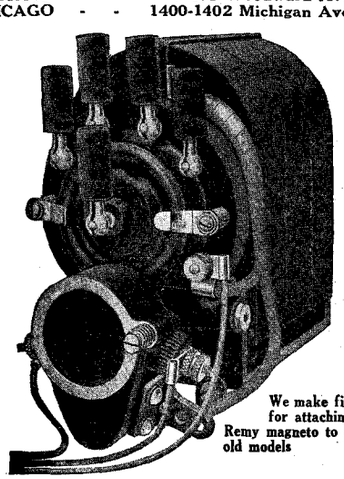
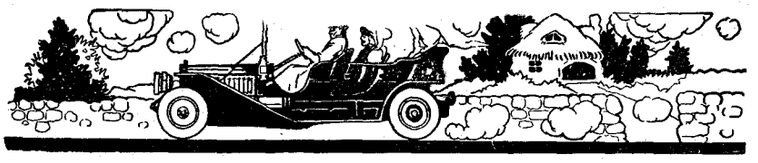


We make fittings for attaching the Remy magneto to many old models



To the Man Who Has Never Owned a Motor Car

You are fortunate to be planning now to buy your first motor car. You have escaped all the grief and expense suffered by owners of one, two and four-cylinder cars—cars in process of development.

It is your opportunity to buy a perfected, high-grade car, a car infinitely superior to previous standards, and to buy that car at a price lower than is asked for several of the old-style models.

Some new buyers think it wise to purchase a cheap car *first*—for experience. But why make experience unnecessarily expensive?

To buy a cheap car first *was* wise when *all* automobiles were experimental. Then, all buyers took risks, and cautious ones took the least risk by purchasing the lowest-priced cars.

Today conditions are different. The experimental features of one, two and four-cylinder cars have been overcome in the six-cylinder car. And there is no more reason why a buyer should undergo costly experimenting with cheap cars now than that he should write with a quill before using a fountain pen.

If you buy a cheap car, the better cars will outclass yours at every point and make you regret your choice.

Profit by the experience of other cheap-car buyers. Every one of them, who can possibly do so, sells his cheap car as quickly as he can, in order to buy a satisfactory car.

Buy the right car first, and you buy a car to use [not to sell at a loss]—one in which depreciation need not figure. For this good car will have in it so many years of life and satisfactory service that it will have paid for itself before you will require its successor.

You can make your purchase of an automobile a safe investment by selecting a self-starting, sweet-running, six-cylinder

WINTON SIX

Has all the advantages of other high-grade cars, and many *exclusive* advantages. Starts from the seat *without cranking*—a feature not to be had in any other car. Holds the world's record for low cost of maintenance—$1 for 4343 miles. Makes hill climbing easy, is marvelously smooth and quiet, and goes the route like coasting down hill.

Made in the only big plant the world over that produces six-cylinder cars exclusively. We have made one, two and four-cylinder cars, and know their shortcomings. That's why we make *sixes only*. Suppose you get the particulars about our 48 h.p. Winton Six at $3,000.

"Twelve Rules to Help Automobile Buyers" is a booklet that should be in the hands of every man who contemplates buying a car of any size or make. It covers all cars at all prices. Sent gratis. Write today.

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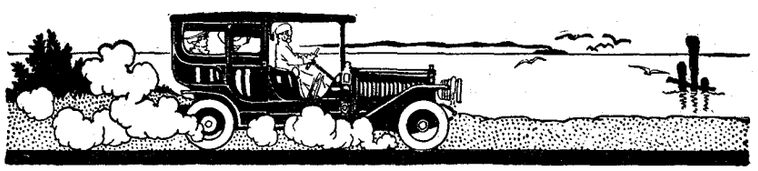

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A Cornell Portable Cottage at Beautiful Lake George

Take your vacation in some beautiful spot away from crowded, hot and uncomfortable hotels and boarding houses with their noise and confusion. Select the place of your heart's desire, either in the woods, on the shore or among the mountains, and have a Cornell Portable Cottage shipped there, erect it in a day and enjoy the most delightful vacation you ever had.

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are handsome and inexpensive. They are strong, durable and weather-proof, and are far better than what local contractors build and cost much less. Built in sections of first-class materials, painted inside and out any colors desired, shipped anywhere, easily and quickly erected by simply bolting the sections together, *they become the ideal building in which to* spend the summer months.

We build Portable Cottages, Garages, Churches, Studios, Stores, Pavilions, etc., and ship anywhere, freight prepaid. We have the largest and best equipped portable house factory in America and employ only skilled workmen. Catalog upon request.

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THIS may well be called the "Oldsmobile Limited" since it is limited in its appeal to those who desire the practical efficiency so long associated with the word Oldsmobile, together with almost daring originality of design. This originality, however, has for its basis the soundest of all mechanical principles;—and the six-cylinder cars with the forty-two inch wheels are the "final word" in motor car manufacture, not solely on account of the merit of the large wheels, but because the car as a whole is the most satisfactory product for those who insist on the *maximum* of speed, comfort and reliability.

It is almost impossible to describe the "riding qualities" of this car, because no other car ever built compares with it in luxury. With wheels of this diameter it is as easy to turn out of a deep rut as out of a shallow car track; every small inequality of the road is leveled out for the passengers; large ones are fairly bridged over and hence hardly noticable.
We have to buy our own billets, in order to be sure of second growth hickory for the wheels.
Special molds were made for tires of this size, which give the car the greatest road resistance of any car of its weight.
Tire replacements are only necessary after many thousand miles of travel and then cost no more than for wheels of 36" diameter.
Hence the greatest possible economy is added to its luxury and efficiency.
The 1909 production of these cars has been alloted and it is probable that no present order can be delivered;—but the 1910 production will be delivered comparatively early in the season, and orders will be filled strictly according to date of receipt. Only 50 of the roadster type will be manufactured. Our branch houses and agencies will inform you as to details and first dates of delivery.
Six passenger cars and roadsters, $4500 and $4600.

OLDS MOTOR WORKS, LANSING, MICH.
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Men and women who have money to invest should write for information concerning our first farm mortgages.
Ask for booklet "A" and latest list.
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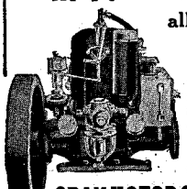
CAPITAL & SURPLUS $350,000.00 SALT LAKE CITY, U.

GRAY MOTORS

3 to 20 H. P. **$60.00** and upwards Complete in every detail, all ready to install in your boat.



Made in the *largest and most up-to-date plant in the world* devoted exclusively to the manufacture of 2-cycle marine motors.
1, 2 and 3 cylinder.
Write for story of how these motors are made and catalog.

GRAY MOTOR CO. 59 Lieb St., Detroit, Mich.

$100. Would Not Buy His HAWKEYE Refrigerator Basket

"If I couldn't get another I wouldn't take $100 for mine," writes Dr. R. F. C. Browne, Providence, R. I. The only basket refrigerator. Layers of asbestos and felt between rattan outside and inner lining of rust-proof metal keep out heat. Felt piping around lid so no dust, air or insects can get in. Compartment for ice. Food stays cold 24 hours.
Fresh, appetizing lunch on hottest days.
Fine for fishermen to carry catch home in. Special baskets for motorists. Ideal for light housekeeping.
Ask your dealer and write us for Free Book containing endorsements from men you know.
BURLINGTON BASKET CO., 302 Main St., BURLINGTON, IA.

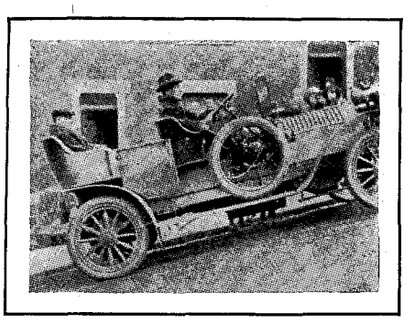
MOTOR-TRIPS AND MOTOR-CARS

(Continued from page 1024)

way to the new style of speedway, which is original in Indianapolis." He considers this course "superior in every respect" to the English course at Brooklands, while the great courses of France and Germany "are not to be compared with it." Owing to the high embankments constructed at the turns, he believes that cars will be able to travel "at the rate of two miles a minute before the season is over." Another feature of the course, which commends itself to him, is that "the spectator will get a full view of the contest and the contestants at all times."

TRIPS TO THE WATER GAP, BERKSHIRES, AND RICHMOND

Recent improvements in roads have given new attractions to the old run to the Delaware Water Gap. It is now feasible to go to the Water Gap and back in a day, whereas formerly it was often reckoned effort enough either to go or come in one day. Even now, to go there and back in one day means early rising and a good car. In leaving New York by the Jersey



CLIMBING A HILL IN BRISTOL, ENGLAND A GRADIENT OF 1 IN 3.5.

route the worst part of the road runs from the ferry to Newark; good drivers allow for it three hours of time. From Newark the most popular route leads through the Oranges and thence by way of Summit to Morristown, whence the best road goes over Schooley's Mountain to the Delaware. Here, says a writer in *The Evening Post*, "is a region of neat, well-kept farms and picturesque hills and valleys." Another route that is growing in favor goes by way of New York State. The tourist crosses the Hudson, either at Fort Lee or Tarrytown, going to Nyack, whence runs a fine road to Suffern, where a State road runs through Tuxedo and on to Goshen. From Goshen the car goes over the mountain to Port Jervis, but this mountain run is easy and the scenery fine. At Port Jervis is met the Delaware. Proceeding southward the tourist finds thirty miles of roadbed, which for a good part of a century has been famed as the best in the country, decomposed rock from the adjacent mountain-side providing a natural macadam. Before reaching the Water Gap the tourist passes through Milford and Dingman's Ferry. Should one desire to spend an-

For Loss of Appetite
HORSFORD'S ACID PHOSPHATE.
It nourishes, strengthens and imparts new life and vigor. A reliable remedy for the relief of nervousness

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other day he may leave the Delaware Valley at the Water Gap and proceed to Stroudsburg, whence a few miles' run will take him into the beautiful Pocono Mountains, where many roads are fine.

A three days' trip to the Catskills and Berkshires, beginning on June 12, has been arranged by the Automobile Trade Association of New York. Pathfinders have already surveyed and marked out the route, and completed the necessary arrangements for hotels and garages. Starting from the Automobile Clubhouse in Fifty-fourth Street and crossing the Forty-second Street Ferry, cars will proceed to Hackensack, thence through the Ramapo valley and northward to Newburg. From this point the route follows more closely the river to Rondout Creek, whence, after a course of 43 miles, they will proceed to a hotel in the Catskills. This will complete the first day's run. After luncheon on June 13, the cars start for Albany, whence they proceed in a southeasterly direction to Pittsfield in the Berkshires over a State road. On this course is a four-mile climb up the Lebanon Mountain, with a long coast down its eastern slope to Pittsfield. From Pittsfield the route runs south first to Lenox, and then to Stockbridge and Great Barrington, whence it runs to Sharon and westerly to Poughkeepsie. From Poughkeepsie cars will proceed to New York by the familiar Hudson-River route.

A writer who uses the name "Pioneer," contributes to *Automobile Topics* an account of the attractions of a run from New York to Richmond. Formerly this run was not at all in vogue; nor has it yet

MAKING SUNSHINE
It Is Often Found in Pure Food.

The improper selection of food drives many a healthy person into the depths of despairing illness. Indeed, most sickness comes from wrong food and just so surely as that is the case right food will make the sun shine once more.

An old veteran of Newburyport, Mass., says: "In October, I was taken sick and went to bed, losing 47 pounds in about 60 days. I had doctor after doctor, food hurt me and I had to live almost entirely on magnesia and soda. All solid food distressed me so that water would run out of my mouth in little streams.

"I had terrible night sweats and my doctor finally said I had consumption and must die. My good wife gave up all hope. We were at Old Orchard, Me., at that time and my wife saw Grape-Nuts in a grocery there. She bought some and persuaded me to try it.

"I had no faith in it but took it to please her. To my surprise it did not distress me as all other food had done and before I had taken the fifth package I was well on the mend. The pains left my head, my mind became clearer and I gained weight rapidly.

"I went back to my work again and now after six weeks' use of the food I am better and stronger than ever before in my life. Grape-Nuts surely saved my life and made me a strong hearty man, 15 pounds heavier than before I was taken sick.

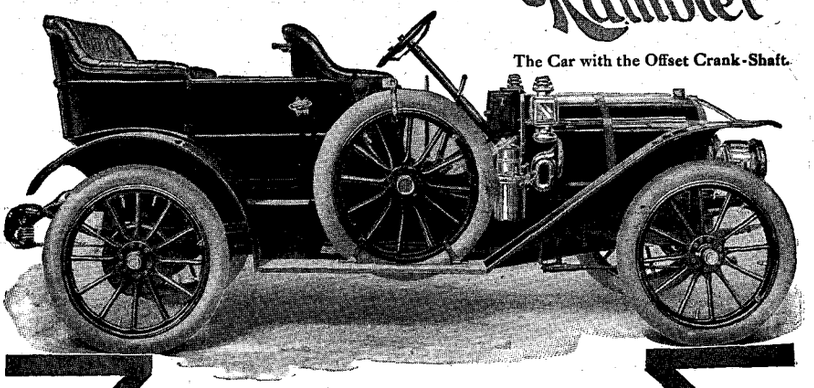
"Both my good wife and I are willing to make affidavit to the truth of this.

Read "The Road to Wellville," in pkgs. "There's a Reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

Rambler

The Car with the Offset Crank-Shaft.



Model Forty-four, 34 H. P., $2,250
Spare Wheel, with Inflated Tire, Brackets, and Tools, $74. Magneto, $150.

Character Coupled with Efficiency

To that purchaser who demands quality without undue elaboration, steady service without sensational performance, and reasonable cost without sacrifice of worth, Rambler Model Forty-four most strongly appeals.

The Offset Crank-Shaft provides for greater power efficiency in hill-climbing and for high-gear work in crowded traffic. The Rambler Spare Wheel obviates all tire worries—saves the task of pumping up the new tire, and can be substituted for the regular wheel within three minutes.

Those big wheels and tires provide comfort in touring, besides saving tire expense.

May we send you the new Rambler catalog or a copy of the Rambler Magazine, a monthly publication for owners? Rambler automobiles, $1,150 to $2,500.

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The Same Collar You've Always Worn—Only WATERPROOFED

ONE of the many reasons why **Litholin Waterproofed Linen Collars and Cuffs** increase in popularity is that, no matter what the weather may be, or the conditions, they hold their shape, do not wilt or fray, and, if soiled, can be wiped white as new with a damp cloth, in a minute. That cuts out the expense of the laundering,—a weekly item which counts heavily in the long run, especially in the hot months. So, you get style, and save, and have real satisfaction. There are imitations. Genuine Litholin Goods are ALWAYS sold in RED boxes—look for the trade-mark.

COLLARS 25c. Cuffs 50c.

If not at your dealer's, send, giving styles, size, number wanted, with remittance, and we will mail, postpaid. Booklet of styles free on request.

Keep this Ad. for future reference.

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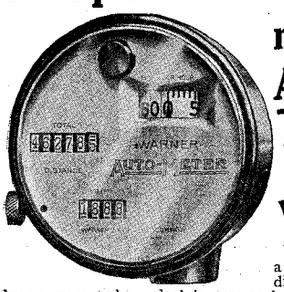
A Speed Indicator must be Accurate otherwise it is Worthless



You wouldn't carry a dollar watch to indicate the time? Nor have a 35 cent alarm clock in your parlor.

What reason, then, for equipping your Automobile with a centrifugal "speed indicator"—which because of the principle on which it is made is far less accurate than the dollar watch.

—Which because the principle is wrong gives no indication whatever under 5 to 10 miles per hour.

—On which for the same reason the speed hand flutters over a space representing 5 to 10 miles per hour until you can't read it and have to guess at the real indication.

—And which because of the principle on which it works must be made so frail and delicate that a 35-cent alarm clock is a marvel of durability and accuracy beside it. (Ask to see the inside of one and know.)

The Auto-Meter is built on a different principle—the true principle—the only principle which will accurately indicate *every range* of speed from zero to 100 miles per hour.

—Which, notwithstanding this sensitiveness and accuracy, permits of a construction so durable that no shock which would not ruin the car will affect its wonderful accuracy in the slightest.

—And which is so well made—every bearing sapphire jewels or imported Hoffman Balls—that it will withstand a MILLION MILES of the roughest riding without appreciable wear and without losing in accuracy more than *10 feet to the mile.*

The Warner Auto-Meter

Guaranteed Absolutely Accurate

The Auto-Meter is built like a Chronometer, by the same men using the same expensive machines.

It is adjusted and tested for heat, cold and position like a high-grade watch.

It is absolutely accurate when you get it and *will remain accurate* as long as you have a car to use it on. *It will not wear out.*

* * * *

The Odometer used in connection with the Auto-Meter is our own construction. It is as strongly and durably built as the Auto-Meter itself. Season dial registers 100,000 miles. Other odometers register 10,000 miles only. This is often insufficient for a *single season.* Future mileage has been lost. The trip dial registers 1,000 miles and repeat. Other odometers register 100 miles only. A single turn of a button resets to zero.

* * * *

Those who demand and can afford *the best* invariably specify the Auto-Meter because of its extreme sensitiveness, unfailing accuracy and wonderful durability.

Ask us to send you our book in which we compare principles—prove every claim we have made—and show you plainly why, to buy any other speed indicator than the Warner Auto-Meter, is to actually *waste your money.*

The Warner Instrument Co.

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DETROIT, 239 Jefferson Ave.
CINCINNATI, 122 E. Seventh St.
ST. LOUIS, 3923 Olive St.
BOSTON, 925 Boylston St.
BUFFALO, 722 Main St.
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SEATTLE, 914 E. Pike St.
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THE AUTOMOBILE

245 West 39th St. New York

become popular. "Pioneer" says the trip can be made "in three or four days by a car which is adapted to covering bad roads." Leaving New York after dinner, his party went that night as far as New Brunswick, proceeding next day to Trenton and Philadelphia, Chester, and Wilmington, finding in places splendid macadam, altho now and then "stretches of sand." The Susquehanna was crossed at Perryville, where the pleasing intelligence was obtained that the old Pennsylvania Railroad bridge, now ceded to the State, will soon become a fine highway bridge available for motor-cars and other vehicles. Leaving Baltimore, the party proceeded to Washington, finding more than two-thirds of a fine boulevard completed, which is welcome news to motorists who in former years found the road from Baltimore to Washington very bad. Many motorists were encountered, among them President Taft, who was several miles out from Washington. Leaving Washington the Long Bridge was crossed. Thence the road ran into Alexandria, the road bad, the best sections composed of sand and making necessary a "straddling of ruts." Sections that formerly had been corduroy were found in which much of the corduroy was missing, leaving soft places to be traveled over. At Fredericksburg, finally reached over a fine bridge, one may hear described, by men who took part in them, great events of the Civil War. Southward from Fredericksburg the roads were even worse than they had been before. Houses were often several miles apart and there were streams to be forded. The best part of the trip was the opportunity afforded to visit historical places in and near Richmond, and to see documents on exhibition in the State Capitol.

THE BICYCLE AND THE MOTOR-CAR

The familiar discussion as to the probable life of the automobile industry, as compared with that of the bicycle, is taken up in a recent number of *The Automobile* by Charles Clifton, President of the Association of Licensed Automobile Manufacturers. Mr. Clifton declares that he has made a careful study of the problem, and his conclusion is that the motor-car has come for a long stay. He elucidates as follows certain conditions affecting the two vehicles:

"The only common element of the two industries, aside from each representing a method of locomotion, arises from the fact that the early development of the auto-

Hott?
Tired?
Thirsty?

Coca-Cola

Is Cooling—Refreshing
Thirst-Quenching

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Everywhere

Whenever you see an Arrow think of Coca-Cola.

Any Old Can

will hold gasoline above ground. A riveted tank of the tin can variety can be made air-tight by soldering it—and provided there is no pressure on it—it may remain air-tight. But put that tank underground and how long will it remain tight?

The weight of the earth will bulge it out of shape, starting the solder around the rivets—which means leakage.

Air-Tight Steel Tanks

for Automobiles, Motor Boats, etc. placed underground

are made of high grade steel 3-16 in. thick, brazed, without rivet or solder joint to leak, by a process we have successfully used in the manufacture of tanks for the largest railroad systems in the world for 20 years.

AIR-TIGHT STEEL TANKS

are sold on 30 days' trial with an absolute money-back guarantee.

Write for illustrated booklet FREE.

The Air-Tight Steel Tank Co.

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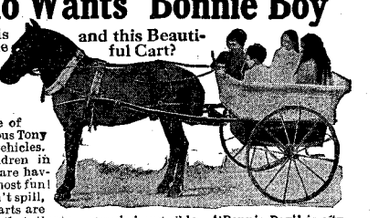
Who Wants "Bonnie Boy" and this Beautiful Cart?



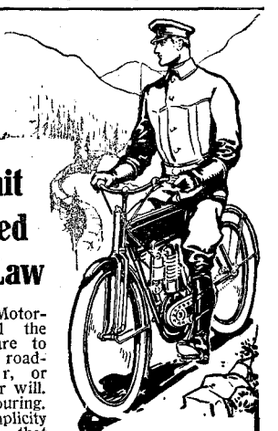
This is "Bonnie Boy," hitched to the "Governess" cart, one of our famous Tony Pony vehicles. The children in the cart are having the most fun! They can't spill, for the carts are so built that tipping over is impossible. "Bonnie Boy" is city broken and doesn't mind an automobile, a street car or a railroad engine the least bit. Won't scare at anything.

The Tony Pony Line 36 styles of children's vehicles—the most fashionable patterns on the boulevards of all the large cities. We have 150 imported Shetlands to select from. We send the Tony Pony outfit complete—pony, harness and cart. Write for illustrated catalog.

MICHIGAN BUGGY CO., 13 Office Bldg., Kalamazoo, Mich.

We also make the Reliable Michigan line of pleasure vehicles.

R-S



No Limit To Speed But the Law

Every R-S Motorcycle has all the speed you care to ride. A racer, roadster, climber, or coaster at your will. Ideal for touring. Economy, simplicity and durability that make it *the* machine for steady work and hard usage. We build no "specials" because no special *can* be built to excel the regular

R-S Motorcycle

Built and Tested in the Mountains

The "R-S" is the only motorcycle that ever climbed Pike's Peak. It made the climb and descent without faltering, and without using the limit of its power.

Perfect score in New York-Chicago 1000-mile F.A.M. Reliability Run.

14 models for 1909. 3½ to 7 h.p. Many exclusive features. Agents wanted where we have no representative. Catalogue free.

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Makers Renowned Reading Standard Bicycles

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mobile in a commercial way occurred at a time when the bicycle business, as a large industry turning out a popular product, had commenced to wane, its doom being plainly written. The situation was such that a large amount of capital, energy, producing- and selling-brains was rendered comparatively idle, and consequently those forces were logically attracted to the automobile business, which had alluring prospects and called apparently for the same essential elements. Thus several of the earlier bicycle-makers were pioneers in automobile development; and many mechanics, theretofore engaged in the bicycle industry, being skilful in detail, have in minor capacities aided automobile development in either invention or shop practise. Naturally the automobile attracted to it a selling-force, including bicycle-dealers. The latter brought into the new industry a rich experience, which unfortunately too few of them realized to the fullest extent, particularly as to the proper function of adversity. Many of them transplanted lax business methods, extravagances, and other undesirable phases. They were fond of referring to the new industry as a 'game,' as to a sporting event, or a hand at poker. Early the old selling-methods began to show themselves in instalment sales and questionable methods of attracting and holding business. But in the new industry these elements were, naturally, short-lived."

In his judgment, the short life of the bicycle was due to "its own limitations." While in its day it was regarded as a wonderful convenience in transportation and had the fascination of a healthy out-of-door exercise, "it always involved more or less hard work, more or less of the discomfitures of the road, and always the limitation of the rider." A further point he makes is that the bicycle "did not admit of discrimination whereby the love of display, the superiority purchasable by money, and the essential comfort of the

JUST ONE A DAY

How the Coffee Drinker Compromises His Health.

Some people say: "Coffee don't hurt me" and then add: "Anyway I only drink one cup a day."

If coffee really don't hurt why not drink more? There is but one answer and that is coffee does hurt them and they know it. When they drink it once a day they compromise with their enemy. There are people whom one cup of coffee a day will put in bed, if the habit be continued.

"Although warned by physicians to let coffee alone I have always been so fond of it that I continued to use it," confesses an Ohio lady: "I compromised with myself and drank just one cup every morning until about six weeks ago.

"All the time I was drinking coffee I had heart trouble that grew steadily worse and finally I had such alarming sensations in my head (sometimes causing me to fall down) that I at last took my doctor's advice and quit coffee and began to use Postum in its place.

"The results have been all that the doctor hoped, for I have not only lost my craving for coffee and enjoy my good Postum just as well, but my heart trouble has ceased and I have no more dizzy spells in my head. I feel better in every way and consider myself a very fortunate woman to have found the truth about Postum."

Look in pkgs. for the famous little book, "The Road to Wellville." "There's a Reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

Murphy Varnish **COSTS LESS BY THE JOB** Than Cheap Varnish

LESS OF IT IS NEEDED FOR THE JOB—LESS TIME AND LABOR TO PUT IT ON

Enamels for Toning into Color Schemes of Decoration — It Flows Evenly—Spreads to Uniform Thickness. Leaves no Streaks and Patches to Sandpaper off. None of it is Wasted. A Gallon of it Covers More Surface. It Works Easily under the Brush—Every Stroke Counts. It Saves Wages. — *Natural Wood Stains with the Chemistry of Saps*

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200 Murphy Varnishes 1200 Colors — This Book gives practical knowledge of all Finishing Materials—Explains the Great Value of *The Murphy Finishing Systems*—How Cheap Woods can be made finely artistic, and How to Care for all your Varnished Things. — *Konkreto makes Concrete Floors like Tile*

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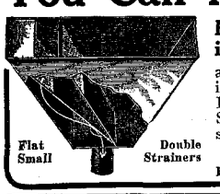

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Our five new colors are extra light-weight silky cottons. Warranted fast color. Seamless and have reinforced heel and toe.

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Plain, rich colors in men's socks now have the call for spring and summer wear.

Our five new shades are neat and dressy with low cut shoes and *when worn with tie of same color* the effect will be pleasing and quite correct according to fashion's latest decree.

Our special assortment of 6 pairs will match with the newest colors in men's Oxfords.

Shawknit TRADE MARK. REG. U.S. PAT. OFF. Socks

This trade mark stamped on toe, look for it when you buy.

Price 25c. per pair. Six pairs for $1.50. Delivered prepaid to any part of the U. S. upon receipt of price.

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Sizes 9–11½ inclusive. When ordering direct please state size desired.

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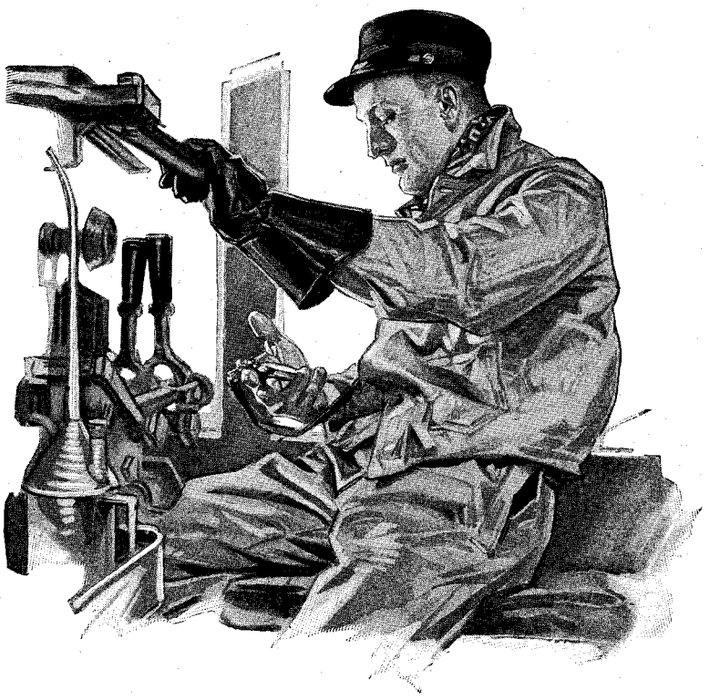

The Howard Watch

AT night—with the train tearing through space—do you ever think of the man in the Engine Cab, his hand on the lever and his eye straining at the dark of the track ahead?

One thing shares with him his terrible responsibility—his *watch*. Do you wonder that the TIME INSPECTORS of one hundred and eighty leading railroads of America have officially certified and adopted the HOWARD—the most accurate watch that money will buy?

Despite any opinion to the contrary American railways are the safest in the world—millions are spent for safety. Official inspection of employees' watches exists in no other country. The foreign railroad man carries no such watch as the HOWARD.

A HOWARD Watch is always worth what you pay for it.

The price of each watch—from the 17-jewel in a fine gold-filled case (guaranteed for 25 years) at $35.00; to the 23-jewel in a 14-k. solid gold case at $150.00—is fixed at the factory and a printed ticket attached.

Not every jeweler can sell you a HOWARD Watch. Find the HOWARD Jeweler in your town and talk to him. He is a good man to know. Drop us a postal card, Dept. O, and we will send you a HOWARD book of value to the watch buyer.

E. HOWARD WATCH COMPANY

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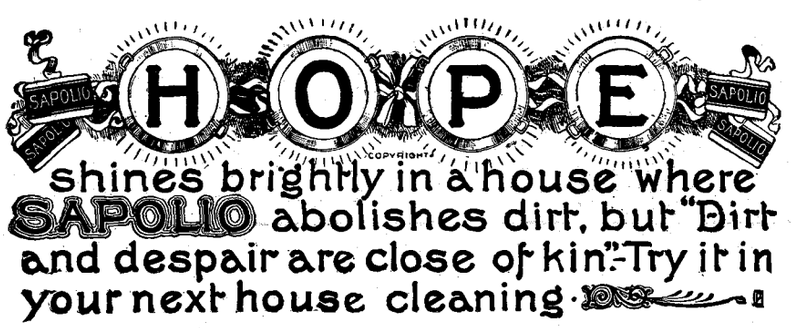

individual could be exprest," all of which is notably not true of the motor-car. Mr. Clifton declares that the motor-car has now "become a part of our national life," that it is rapidly supplanting the older forms of individual mechanical locomotion, and that it will endure because "it not only supplants, but far surpasses, anything of its kind we have ever known." He believes the industry not only will fail to decline, but that it will grow in use, "because ever since civilized man has been obliged to move from place to place for pleasure, convenience, or travel, he has had to use the horse, the mule, or the camel, with much limitation in the point of distance and speed, and at all times with uncertainty." The motor-car eliminates the disadvantages thus hitherto associated with other forms of locomotion. It has proved itself to be what people need by eliminating these deficiencies. Mr. Clifton finds "only one menace to its supremacy"; that is, "navigation of the air." Should that art be successfully accomplished as to safety and economy, the automobile in time may become old-fashioned, but even then "there will still be numberless people who prefer to be on the ground."

MOTORING ABROAD

Information as to conditions governing the use of one's own car in a tour of Europe has already been printed in these columns as derived mainly from Frank Presbrey's book. A writer in *Motor*, Mr. H. C. Brown, elaborates in detail several points that are important for tourists to know. Whereas in this country, for example, the expression "eight miles an hour" has often been taken to mean anywhere between nine and ten miles an hour, in some parts of Europe, and notably in Switzerland, eight miles does not mean one rod more than eight miles, "and the slightest infraction is punished with the utmost severity."

The motorist must exercise extreme care as to the shipment of his car, inasmuch as there is liability to much delay and many chances are involved. It generally will be found far more satisfactory "to place the whole matter in the hands of a reliable express or forwarding company, who makes a specialty of handling motor-cars for this purpose." Cars are accepted on none of the steamers unless they are boxed or crated, and in the matter of boxing and crating, there is a choice as to whether it shall be done with permanent boxes or crates, or with portable ones, by which is meant boxes or crates to be abandoned on arrival, or those which may be used again on the return trip. Custom-house regulations should always be thoroughly understood in advance. In the matter of steamer by which to ship there is a choice between "cargo" steamers and "express" steamers, all of which means a difference of from 20 to 30 per cent. in charges. The writer advises the owner to ship his car and book his chauffeur by a "cargo" steamer, he himself taking passage on an "express" steamer, the "cargo" boat sailing several days in advance of the "express" one, the two arriving on the other side within a few days of each other.

Tourists bound for France must bear in

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mind that they can not ship a car to Cherbourg, altho that port is a popular one with prominent lines. The reason is that Cherbourg is a port where dock landings are not made, passengers being landed on tenders, and no heavy baggage going ashore. The same thing is true of Queenstown in Ireland. Tourists for France must therefore send their cars by ships which go to Havre, or they may ship their cars to Antwerp and thence proceed into France.

The writer advises the tourist to join a motor-car association in the country where he tours, the expense being light and the advantages great. He has not found a knowledge of foreign languages by any means indispensable to the motorists. On this subject he says:

"In spite of the fact that one may speak nothing but English, a trip through France, Italy, and Germany, where one is frequently in a district where no English is spoken at all—the pleasure of the trip is not marred in the slightest degree. With the aid of a few words which are picked up readily and a few signs, it is possible to get along very nicely. Every one seems so determined to understand you and is so willing to help you out that it really becomes a pleasure rather than an annoyance."

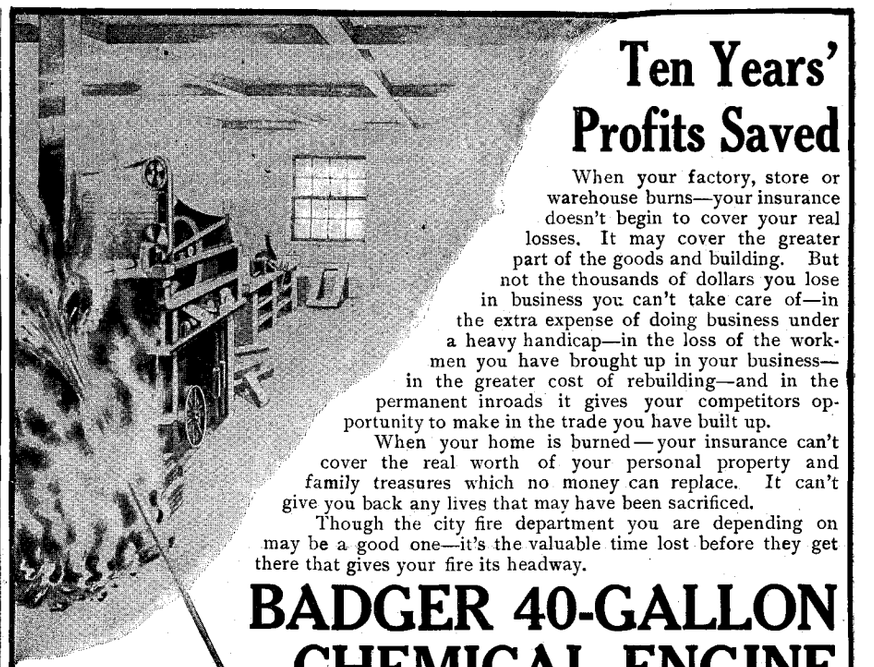
A more serious difficulty than languages will be encountered if one has an American-made car, provided the tires are also the kind usually employed in America. Owing to the vast superiority of foreign roads, and the consequent high speed motorists are tempted to indulge in on them, an unusual strain is put upon tires. The writer says:

"The roads are so much better that before the driver himself is aware of it he is traveling at a gait seven or ten miles an hour faster than he has ever done before. The natural result of this is a tremendously increased friction on the tire and its inevitable results.

"The tires used abroad are also very much heavier than our domestic production. They are built for the heavier strain that naturally comes upon them under the more favorable conditions of superior roads. The temptation to excessive speed under such ideal conditions is hard to resist. And yielding to it is fatal to the lightweight tire. Better keep your car always under control, and you will cover more miles in the long run at the lower speed than at the higher."

THE VETO OF A NEW-YORK MOTOR-CAR BILL

Governor Hughes, on May 27, gave his veto to a bill passed by the Legislature at its recent session and bearing the name of Assemblyman Hamm. It had been favored by most motor-car men, and its passage would have resulted in an income to the State of about half a million dollars. Governor Hughes's reasons for his veto were: that the bill removed the present restrictions on speed which had been placed there in the interests of public safety, and substituted for them a provision, the value of which he seriously doubted; that it would create great confusion in traffic conditions in large cities; and that the penalties were inadequate. At the same time Governor Hughes is represented as sharing in the growing feeling that far better means should be secured



Ten Years' Profits Saved

When your factory, store or warehouse burns—your insurance doesn't begin to cover your real losses. It may cover the greater part of the goods and building. But not the thousands of dollars you lose in business you can't take care of—in the extra expense of doing business under a heavy handicap—in the loss of the workmen you have brought up in your business—in the greater cost of rebuilding—and in the permanent inroads it gives your competitors opportunity to make in the trade you have built up.

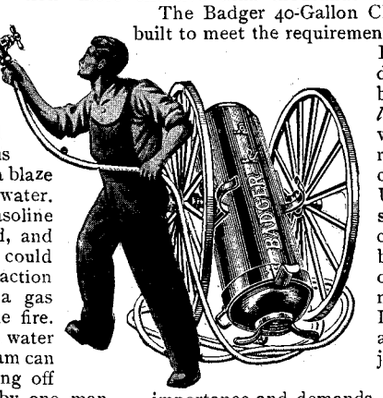
When your home is burned—your insurance can't cover the real worth of your personal property and family treasures which no money can replace. It can't give you back any lives that may have been sacrificed.

Though the city fire department you are depending on may be a good one—it's the valuable time lost before they get there that gives your fire its headway.

BADGER 40-GALLON CHEMICAL ENGINE

Stop the fire when it starts

The Badger Chemical Engine gives you a most effective fire department. It has a narrow tread and will go through any three-foot opening. It throws a stream 75 to 85 feet sufficient to extinguish all incipient and many well started fires. It is more effective in extinguishing a blaze than thousands of gallons of water. In fact, it puts out oil and gasoline fires which water would spread, and extinguishes fires which water could not reach—due to the chemical action of the engine in generating a gas which acts as a blanket on the fire. Does not flood premises with water and cause additional loss. Stream can be instantly stopped by shutting off the nozzle. Operated easily by one man. Requires no experience. Costs practically nothing to maintain. All chemicals necessary are sold at any drug store.



It will give you your own fire protection—your own efficient fire department—a fire equipment capable of immediate action—more effective than thousands of pails of water.

The Badger 40-Gallon Chemical Engine is built to meet the requirements of the National Board of Fire Underwriters and bears the *inspection label* of the Underwriters' Laboratories. It not only comes up to the Underwriters' standard of efficiency, but is the best built engine of its size on the market. Ask your Insurance Broker and he will verify just what we say.

This is of vital importance and demands your careful consideration when buying fire extinguishers on which depend the saving of your property—the saving of life.

WE MAKE ALL KINDS

This Shows our 3-Gallon Extinguisher

Badger Fire Extinguisher Co., 32 M Portland Street, Boston, Mass.

FREE TRIAL OFFER This is our offer: We will ship you an engine, with two chemical charges, freight prepaid, and allow you 30 days' free trial. If it does not meet your requirements you can return it to us at our expense. This enables you to build test fires as large as you like and satisfy yourself absolutely of its efficiency before you pay for it.

Cut off this coupon and mail to us, and we will send you descriptive Catalog, prices, and all information on this free trial offer.

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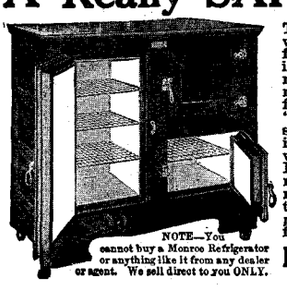
A Really SAFE Refrigerator—The "Monroe"



NOTE—You cannot buy a Monroe Refrigerator or anything like it from any dealer or agent. We sell direct to you ONLY.

The Monroe is the only refrigerator with inner walls, made in one piece from unbreakable **solid porcelain** an inch thick with all corners rounded, no cracks or crevices anywhere. It never corrodes—as metal lined refrigerators do, and will not check or "craze" like tile. It, alone, can be sterilized and made germlessly clean in an instant by simply wiping out with a cloth wrung from hot water. Every time it is washed it becomes in reality a **new refrigerator. For these** reasons The Monroe is installed in the best flats and apartments, occupied by *people who care*—and is found today in a large majority of **the very best homes in the United** States, also in our leading hospitals and sanitariums. The health of the whole family is safeguarded by the Monroe Refrigerator. Nothing anything like The Monroe or anywhere so good can be bought in any store. It is sold direct from factory to you. You save dealer's profit. Thus get a **good refrigerator in The Monroe for** the price the dealer would charge for a cheap, insanitary article. To learn all about this wonderful refrigerator, why it is so much better and how it is sold on **60 Days' Free Trial**, ask *for our handsome, fully illustrated* catalogue—today.

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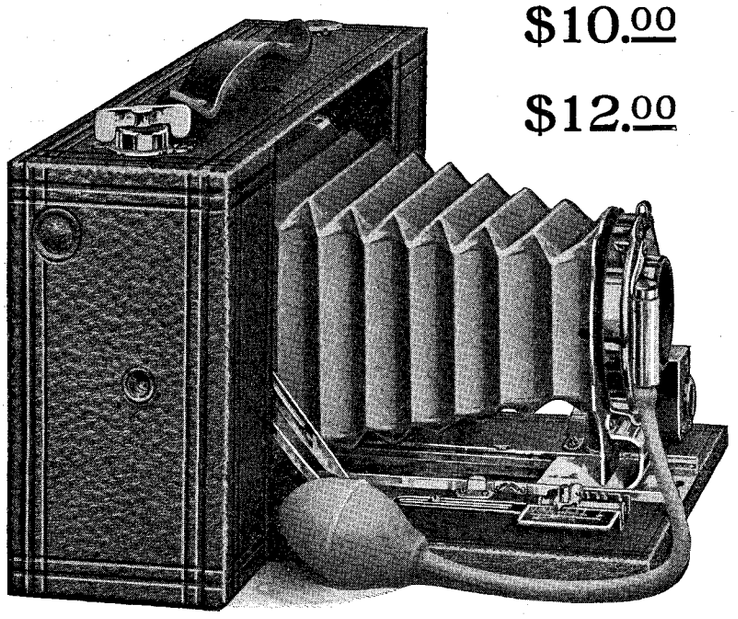

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My new book tells briefly how foods can be made a remedy.

It tells plainly what the laboratory has revealed.

A Revised Edition MAILED FREE

It gives in condensed form both the theory and practice of scientific dietetics, or Applied Food Chemistry.

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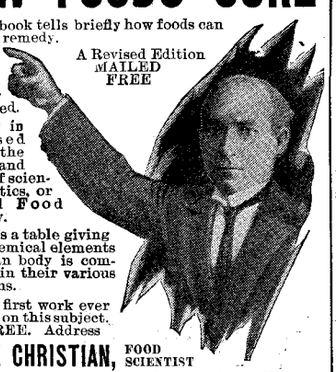

EUGENE CHRISTIAN, FOOD SCIENTIST

Dept. 56, 7 East 41st Street, New York

for obtaining competent men to drive motor-cars. He believes that better men could be provided through proper issuing and regulation of licenses.

For the open country Governor Hughes believes that something can be said as to the wisdom of a rule which requires simple care and prudence in the operation of cars, but in large cities there would be taken away the needed right of the authorities to make traffic regulations. He had received from Mayor McClellan a vigorous protest against the bill; and the National Highways Protective Association has been unremitting in its efforts to defeat the bill, in the interest of pedestrians and users of roads other than automobilists. This bill, it is to be remembered, was distinct from the one which made what is known as "joy riding" a felony.

KEROSENE AS FUEL FOR CARS

It is announced by the management of one of the large motor-car factories that in 1910 kerosene will be used in its cars as fuel, this being the first time that any important factory has recommended a fuel other than gasoline. A prediction has heretofore often been made that the time would come when gasoline could not be provided in sufficient quantity to meet the demands of car-owners, at least at a price which could be regarded as reasonable. While the makers of the car in question will still be obliged to use gasoline in the pilot light, a very small amount "will last for several hundreds of miles."

The cost of kerosene in some parts of the country is about one-half, or even one-third that of gasoline. This is its chief recommendation, but another important one is that kerosene may be obtained anywhere, being in universal use. Moreover, it can be stored in almost any place with safety and handled with less thought than gasoline. Kerosene is also more efficient as a fuel. A gallon of it is declared to contain about 15 per cent. more heat units than a gallon of gasoline, so that a car can travel farther on a gallon. It is said by the managers of this company that they have been "working for ten years on a kerosene burner, but it was not until the last few months that it was developed to the point where the company felt that they could recommend kerosene as fuel for their cars." They say further that the new burner is of a kind that admits of easy adjustment to gasoline, should an occasion arise for a change.

Pears'

Learn to say "Pears'" when you ask for soap. There are other soaps, of course, but Pears' is best for you and matchless for the complexion.

You can buy Pears' everywhere.

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CURRENT POETRY

At the Summit

By Harriet Monroe

Where bold Sierras cut the sky
Mount Whitney, of the high most high,
Halts the pale clouds that wander by.

We crept and climbed with eager feet,
Until the world, fulfilled, complete,
Plunged like despair before his seat.

So high the peak was we had won
Earth's air wore thin, its woof undone,
And blue space darkened round the sun.

Yet as we trembled there and quailed,
Lo, higher yet an eagle scaled
Smooth steeps of air, and sunward sailed.

—*The American Magazine* (June).

The Unattainable

By Charlotte Becker

The years may teach us to endure
Our own allotted dower of pain;
To find in paths that tears obscure,
Some knowledge that is sorrow's gain.

Yet, tho our hearts cry out to share
And stay the agonies thereof,
One grief we cannot learn to bear:
The suffering of those we love.

—*Cosmopolitan* (June).

The Calling of the Wild

By Elizabeth May Montague

The calling, calling of the wild is in the air to-day;
You hear the calling in your heart tho you are far away;
Your spirit leaps to meet it as a brook leaps to the fall,
And your senses thrill with rapture in answer to the call.

Your heart sings with the singing of the birds among the trees;
In fancy you can hear the mellow droning of the bees,
As you follow winding paths that thread the wildwood and the grass,
Where daisies lift their dainty heads to hail you as you pass.

Leave the toiling and the stir of things, the rush of hurrying feet,
And seek the downy meadows with the violets scented sweet;
Take your gentle sweetheart's hand in yours, dear lad, and fare away
To where the wild is calling, calling to your heart to-day!

Munsey's Magazine (June).

A Prayer for Motherhood

I.

Is it a far cry to the realm of souls,
Oh, thou, thou God of mothers, who must hear?
For love stands always at the gate of prayer
With brooding heart, perchance to thank or grieve.
Lord, is it sin that I should make complaint
And fret the way of faith with this unrest?
For thou hast sent bright friendships, strung with flowers,
And happy thoughts, and sunshine through the years.

Youth blossomed, and thou gavest beauty's kiss,
That still abides, despite long discontent.
Rank and esteem are mine; and that acclaim,
Silent but sure, which woman proudly holds;
And crowning all, a holy wedded tryst,
Sealed with the golden signet, heaven-betrothed.

I have not been anhungered, oh, dear Lord,
For bread or drink; my limbs have not been cold.
I have not felt temptation's driving force
To lie or steal, to murder or to die.
In lowly mood I thank thee, Lord, for these.
But, oh, dear God, thou God of mothers still,
I asked, believing, and have been denied!

II.

On yesterday, when morn was at its glow,
And all of earth gave back its welcome smile,

Wherever you see this sign, it stands for civilization. It is the sign of one of the most powerful influences for broadening human intelligence.

The universal service of the Bell companies has provided it—has spread an even, highly developed civilization through the land. It has carried the newest impulses of development from town to town and from community to community.

Bell telephone service has brought the entire country up to the same instant of progress.

It has unified the Nation.

As soon as a new town springs up in the woods, on the plains, at the cross-roads, or walled in by mountains, the signpost of civilization is erected—the sign of the Bell. Telephone service puts the people of that town into communication with one another and with the outside world.

It puts the town on the map.

You can see this march of progress right in your own neighborhood. Every little while some neighbor has a Bell telephone put in. If you have one, every new subscriber enlarges the scope of your personal contact. If you have not, every new telephone makes you the more isolated—the more cut off from the activities about you.

Just as individuals in your locality use the telephone for mutual convenience, so towns and cities in *different* localities are served and advanced by the long distance telephone.

Each contributes to, and benefits by, the broad universal service of the Bell.

The busy man who wants to accomplish more than he is now doing can well afford to make use of the Bell Long Distance service. It is the most efficent office assistant imaginable. Every Bell Telephone is a Long Distance station.

The American Telephone and Telegraph Company
And Associated Companies

One Policy, One System, Universal Service

You Have a Right to Independence

You have a right to independence, but you must have an *honest* purpose to *earn it*. Many have purpose, ambition and energy, but thorough direction and intelligent help must be supplied. My instruction supplies the first, and our Co-operative Bureau fulfills the second. Large numbers have availed themselves of both, succeeding to a remarkable degree. Investigate, without prejudice, this opportunity to

Learn The Collection Business

and escape salaried drudgery for life. If you have an idea that the collection business as I teach it is not as safe, sure and dignified as a bank, or any other profitable business, you are mistaken, and I will prove it, if you earnestly desire to get ahead. No essential branch of business is so limitless, nor less crowded. No business may be built so large without investment of capital. I will gladly send you, for the asking "POINTERS ON THE COLLECTION BUSINESS" It may mean comfort for life, if not a great deal more. Write for it *now*.

W. A. SHRYER, Pres., AMERICAN COLLECTION SERVICE, 97 State St., Detroit, Mich.

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Doesn't This Look Comfortable?

It is. The satisfactory old-fashioned balbriggan knitted stuff is *now* made into the new-fashioned easy undergarments—short sleeves, knee length, coat-shirt and all. The "feminized" undergarments of muslin and nainsook are not in the same class for comfort, wear and general usefulness. Your ROXFORD size will fit you to a dot. Ample and easy in crotch and seat. Non-shrinking. *There is a little book on*

Roxford Underwear

For Men and Boys. It tells about this great improvement in masculine undergarments. Send for it before you purchase your Spring underwear. *It is well worth writing for.*

Long sleeve shirts	Ribbed and flat union suits
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Any style, any weight, for any climate. Send your name for the **Book** and please yourself. 50c., 75c., $1.00 per garment.

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Write today for List No. 453 and names of investors near you to whom you can refer.

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RECORD GOLD BONDS at 5%, 6%—6% Special

are the best real estate bonds on the market. They are doubly desirable because they may be had in denominations as low as $10, $25, $50 and $100. This is a splendid opportunity for the small investor.

The 6% Special is really a 7% Bond. It sells at 90 which nets 7%.

These bonds are the Big Three of the Record Development Company whose field of proposed operation is New York, New Jersey and Connecticut. They are based on first mortgages and on the ownership of Real Estate in and near large cities.

We recommend these as high grade investments, and advise early reservation.

Write for full particulars.

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We ship on approval, without a cent deposit, **freight prepaid. DON'T PAY A CENT** if you are not satisfied after using the bicycle 10 days.

DO NOT BUY a *bicycle or a pair of tires* from *anyone* at *any price* until you receive our latest **art catalogs** illustrating every kind of bicycle, and have learned our *unheard of prices* and *marvelous new offers.*

ONE CENT is all it will cost you to write a postal and everything will be sent you **free postpaid** by return mail. You will get much valuable information. **Do not wait,** write it **now.**

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HIGH GRADE TYPEWRITER

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The Saxonia lights same as any lamp and produces gas off the top of the wick, a fine white light. Burns 1-3 oil of ordinary lamp; gives 3 times light. 1-5 cost of gas, 1-10 cost of electricity. Pays for itself. Imported chimney and mantle of extra strength with burner complete for $3, express paid. Money refunded if not as represented. Booklet free.

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A woman paused beside my open door.
Her hands were filled with fruit she begged me buy,
Then pointed to the burden on her back.
She had no shelter for that tender head
Save two strong arms, so hard and bare and brown.

She had no name to leave, if she should die,
That sometime in his life her boy might bless;
No cot or thatch that she might call a home;
Nor resting-place save that which chance might send.
But laughing down upon the dimpling face
That seemed so pure, and guileless of its want,
She sat at ease beside my shaded step,
And nursed her ruddy baby on her breast.

I gave her food and drink, still in thy name;
Oh, God, I could not bless, and turned away—
I—I, a woman steeped in rugged faith,
To wail again the old Hebraic curse
Upon unfruitfulness and empty arms!

III.

Last of a noble sheaf of lineage,
Rich in the heritage that man calls dear,
What boots it to the hapless heir of these—
A barren limb, hung on an estopped tree!
The blood of heroes on armorial shields
Shall fade to nothingness within the dust;
While sword and cassock, 'scutcheoned high and pure,
Taunt like a hiss a lonely woman's heart.
For e'en the gaping beggar in the street
May clasp her babe, and with a pitying smile,
Hoarse whisper to her mate, "She hath no child!"
Yea, happier far, dear God, the fate of her,
A Rachael who would not be comforted,
Or some pale Niobe, bowed through the years,
For thou hadst blest them ere they wept their loss.

If there be found within the faith to trust
The old Hebraic God—to hear his voice
From pillared cloud, or holy burning bush—
So would I come, as wailing Hebrews came,
Remembering faithful Sarah, laughed to scorn.
Or failing this, dear God, let thy young Christ,
Born of a woman, too, send me sweet dreams,
The while I kneel and watch his holy star
Rise in thy heaven: so I shall wake and find
This bosom healed, this heart robbed of its thorn.

—*The Century* (June).

The Hour of Silence

By Martha Foote Crow

If e'er you see the shadow settle down
Upon the face of one you love, forbear
Just then to urge and prick and jostle, spare
Awhile your love's demand, "Away that frown,
Come and amuse me now; and swiftly crown
My love with answering love, if you forswear
Not all where I with you have any share.
To me, to me now give what is mine own!"

O be more generous! Perchance your scorns
Are given to one in mortal struggle, dumb
Because his strength is ebbing, whose dark fate
Presses upon his brow the piercing thorns.
Ask not, but stay as near as you may come;
Enwreathe him with your love and silent wait!

—*Appleton's* (May).

The Pawnshop

By Henry M. Hoyt, Jr.

The specters of a thousand hopes and fears,
Gathered together from the ends of earth,
Have found a haven. In this house of dearth
They crouch amid the dust of faded years,
Hostages, held to settle waste's arrears.
Worthless is their unutterable worth,
Tinged with the gayness of a far-off mirth.
Stained by the sadness of forgotten tears.
Wild Caprice has her will of them, and flings
Each one aside. For brighter baubles, Life
Has passed them by. Dead passions intermix
Among a motley of discarded things—
A broken music-box, a rusty knife,
A baby's rattle by a crucifix.

—*Appleton's* (June).

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PERSONAL GLIMPSES

AMBASSADOR STRAUS AND TURKEY

OSCAR SOLOMON STRAUS, jurist, business man, author, diplomat, statesman, and public-spirited citizen, has been chosen by the United States Government as the man eminently fitted to represent this country in Turkey during the present emergency. Ambassador Straus's record as Secretary of Labor in President Roosevelt's Cabinet is well known. In *The Review of Reviews* (June), Mr. L. E. Van Norman describes the new ambassador's personality and tells many interesting stories of his career.

When Mr. Straus was at Constantinople before, he performed a signal service to the American people. We read:

It so happened that three of the leaders of the Mohammedan Moros, who had never been conquered by Spain and who were giving our military forces much trouble in the Archipelago, including two sultans and a chief, were at Mecca paying their devotions to the Moslem shrine. Mr. Straus went directly to Sultan Abdul Hamid and appealed to him, as Padishah of the Moslem faith, to advise the Moro chiefs to place themselves under the protection of the United States Army instead of casting in their lot with Aguinaldo. The briefest of telegraphic messages from the Bosporus to Mecca (the appliances of modern life work in the Turkish Empire better than most of us imagine) was sufficient. The United States had come into possession of the Sulu Archipelago and other Mohammedan lands of the Philippines without a battle. President McKinley afterward confided to Mr. Straus his opinion that, but for the latter's efforts, it would have been necessary to send 20,000 more American troops to the Philippines.

Mr. Straus's hobby is said to be a passion for social justice. To quote further:

This earnest desire has been the moving cause of the most important enterprises of his life. He presided at the first national meeting called to consider the relations of labor and capital, from which grew the National Civic Federation. Of this organization he has been vice-president as well as arbitrator in more than one dispute between labor and capital in various parts of the United States. For several years he was president of the New York Board of Trade and Transportation. He was also president of the American Social Science Association and one of the vice-presidents of the American Society of International Law. A year ago he organized the National Council of Commerce. Upon the death of ex-President Harrison Mr. Straus was appointed to the vacancy thus caused in the permanent tribunal of arbitration at The Hague. He has also been prominent in various enterprises for the uplifting of the Hebrew people throughout the world. He was one of the founders of the Young Men's Hebrew Association, and it was through him that Baron de Hirsch established his benevolent foundations in this country.

Mr. Straus is, moreover, a man of scholarly and literary tastes. He has lectured at the United States Naval College, and at Yale, Harvard, and other institutions, and three universities have conferred upon him the degree of LL.D. He is the author of a number of volumes, including "The Origin of the Republican Form of Government in the United States," "Roger Williams, the Pioneer of Religious Liberty," "The Development of Religious Liberty in the United States," "The United States Doctrine of Citizenship," and "Our Diplomacy with Reference to Our Foreign Service." The two first-named volumes are still used as text-books in more than one American university.

American concern in the existing situation and the possible future developments in Turkey, Mr. Straus believes, is fully justified. The closeness of communication which now exists between all the nations of the world makes it inevitable that misrule in one country is immediately reflected in others. This is particularly true of the United States, which is the great haven for emigrants and refugees driven from their own lands by political and economic pressure. In addition to this there is the specific interest that the United States Government and

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people have in protecting the lives and property of our citizens in Turkey. American interests in the Moslem Empire, Mr. Straus insists, are specifically human as distinguished from material. We have comparatively little commerce with Turkey, but between five and six hundred missionaries in five hundred or more educational institutions. Their protection is of the highest importance. Mr. Straus is very hopeful of what the new Turkey will be. The parliamentary leaders who have brought about the recent coup he regards as very able men, and, with the reactionary Abdul Hamid out of the way, the modern spirit seems likely to take the same course in development in the new Turkey that it has taken in Japan.

Come what will, American dignity and honor will be adequately represented at Constantinople by Oscar Straus. His energy, courage, tact, and acute comprehension of the characteristics and methods of Oriental peoples, together with the broad human sympathies and the patriotic consecration of purpose that distinguished his two former terms of service at Constantinople, have demonstrated his ability to meet any situation that may arise.

WHO AND WHAT O. HENRY IS

"LIFE is made up of sobs, sniffles, and smiles, with the sniffles predominating" is the way O. Henry, the short-story writer sums up his philosophy of life. Perhaps this has something to do with the secret of the phenomenal success of Sydney Porter (as he is known in private life) during the last seven years as a popular short-story writer. Many thousands of readers who have become interested in O. Henry's short stories, have sought in vain to find out something about the man behind them. It is rumored that for a time the New York editors were just as unsuccessful in learning anything personal about their contributor. A writer in *The World's Work* (June) now comes forward to enlighten the reading public, and to tell us "what the man has done and what he has been." To quote:

He was born in 1867, in Greensboro, N. C. When still a youth, he went to Texas and spent nearly three years on the ranch of Lee Hall, the ranger. At this time, he was already planning to write. To further this plan, he secured a position with *The Post*, a daily newspaper of Houston, Tex. After a year there, he went to Austin, and for $250 purchased Brann's *Iconoclast* from the owner. Brann went to Waco, Tex., and a few months later asked O. Henry to give him back the title, for he wished to reestablish his paper. O. Henry's spirit has never been iconoclastic, and he blithely consented, and christened his own paper *The Rolling Stone*. The new *Iconoclast* at Waco achieved a considerable distinction for brilliancy, until Brann was killed a few years ago in a street duel. *The Rolling Stone*, written and illustrated almost entirely by O. Henry, had a short life. After this venture, he went to Central America with a friend who intended to become interested in the fruit business, but didn't. "Most of my time there," says O. Henry, "I knocked around among the refugees and consuls." From Central America he returned to Texas, where two expedient weeks of employment in a drug store were enough to keep alive for twenty years the myth of his occupation as a druggist. Thence he went to New Orleans, where he began, not more earnestly but with more consistency of effort, his work as a writer. Eight years ago, he came to New York.

"When did you take up a pen name?" I asked him.

"When I was in New Orleans one day, I said to a friend, 'I'm going to send out some stories. I don't know whether they are any good or not, so I want an alias. Help me pick one.' He suggested we get a newspaper and pick a name from the first list of notables we found. In the description of a fashionable ball, my eye lighted on the name Henry. 'That'll do for a last name,' said I. 'Now for a first name. I want something short.' 'Why not a plain initial?' asked my friend. 'Good!' I replied, 'and the easiest of all to make is O.'"

His wanderings have influenced his work. Texas

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gives the setting for the volume of short stories called "The Heart o' the West." Central America is the scene of "Cabbages and Kings." "The Four Million," "The Voice of the City," and "The Trimmed Lamp" are stories of New York City. "The Gentle Grafter," naturally enough, has no home.

"People say I know New York well," O. Henry said to me. "Just change Twenty-third Street in one of my New York stories to Main Street, rub out the Flatiron Building and put in the Town Hall. Then the story will fit just as truly elsewhere. At least I hope this is the case with what I write. So long as your story is true to life, the mere change of local color will set it in the East, West, South, or North. The characters in the 'Arabian Nights' parade up and down Broadway at midday, or Main Street in Dallas, Tex."

His work commands the highest prices editors pay, and editors pay for breadth and depth of appeal. They reason that O. Henry gives them the cubic area they want. It is almost a fixt idea of publishers that volumes of short stories are bad risks; but a collection in book form of stories by O. Henry finds a waiting crowd. . . . Usually each brief story—vivid, human, real—lays bare some cruel roughness of the social fabric at the same time that it gives a quaint, dear glimpse of good and happiness and fun.

"Of course," says O. Henry, "there are two sides to the question. Let us look at the other. We often hear 'shop-girls' spoken of. No such persons exist. There are girls who work in shops. They make their living that way. But why turn their occupation into an adjective? Let us be fair. We do not refer to the girls who live on Fifth Avenue as 'marriage girls.'"

It is a common temptation to compare a recent arrival in literature with its veterans or its gods. O. Henry's indifference to the English language as he makes it do his bidding, is like the big indifference of Kipling. A likeness to Dickens is more obvious. There is the largeness of philosophy and sympathy, the gleam and flash of wit, humor grotesque and deep, and the half-intimate gaiety of manner that, after all, is not really gay and not really intimate. . . .

O. Henry's methods of work, as he himself described them, are simple. "Rule 1 of story-writing is to write stories that please yourself. There is no Rule 2. In writing, forget the public. I get a story thoroughly in mind before I sit down at my table. Then I write it out quickly, and, without revising it, send it to my publishers. In this way, I am able to judge my work almost as the public judges it. I've seen stories in type that I didn't at first blush recognize as my own."

"Do you have times when you can't write?" I asked him.

"Oh, yes, sometimes I have dry spells that last for two or three months. In this event, I never force myself. I get out and see things and talk to people."

He is now at work on his first novel, which he says will be completed in the course of this year. In the meantime, there has just appeared a new volume of his short stories entitled "The Roads of Destiny," and he will continue to appear before the public from time to time in the magazines, to which he has been, during his years of New York life, a regular contributor.

VICTORY HORNS FOR THE "MISSISSIPPI"

Forty-seven years ago a Mississippi river steamboat captain was presented with a pair of horns as a victory trophy for his feat in establishing a new steamboat record between Natchez and New Orleans. That record, which was made in a little over 15 hours, stood up to a week or so ago when the battleship *Mississippi* made new time for the distance.

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Mr. C. C. Duble, of New Orleans, son of the former trophy-winner, now offers to present the victory trophy to the new champion. In a letter to the New York *Sun* he says:

In an editorial article in *The Sun* of May 30 upon the run of the battle-ship *Mississippi* from Natchez to New Orleans in fourteen hours it is conjectured that the Confederate tug *W. H. Webb* made better time during the Civil War from the mouth of the Red River to New Orleans.

I am something of an authority on steamboat records in Western waters, having been familiar with them since the Civil War. As for the *Webb's* run down-stream, made just before my time, I have heard it discust, but the *Webb* left no certified record.

On June 27, 1867, the steamboat *Ruth*, a regular two-week round-trip packet running between St. Louis and New Orleans, tolled her departing bell at the Natchez wharf at 4:59 A. M. and landed at the New Orleans wharf, foot of Bienville street, at 8:03 P. M. on the same day, pilot-house time. On May 25, 1909, it is said, the battle-ship *Mississippi* covered the same distance practically, but landing at Jackson street, New Orleans, wharf, about two miles farther up, a less distance, in say fourteen hours, probably not corrected time.

Now in commemorating the fast run of the *Ruth* from Natchez to New Orleans, in fifteen hours four minutes, a pair of gold-leafed horns was presented to her by her admirers, many river-men then thinking that she was the speediest boat afloat. She holds the record even to-day for fast time from New Orleans to Donaldsonville, seventy-eight miles in four hours twenty-seven minutes. The prize horns for this run were a fixture on the boat until she was destroyed by fire at Paw-Paw Island Chute, twelve miles above Vicksburg, in 1868.

My deceased father, Captain John A. Duble, was in command of the *Ruth* for twenty-two months and aboard her when she made the fast runs mentioned. He once brought her through on a business trip from New Orleans to St. Louis in four days, nine hours and fifty-four minutes, in 1867, but that time was beaten in three instances—by the *J M White*, in three days, twenty-three hours, in 1884 by the first *Robert E. Lee* in her famous race of 187 with the *Natchez*, three days, eighteen hours and thirty-six minutes, and by the *Natchez* also in that year

While the *Robert E. Lee* holds the record from New Orleans to Natchez up-stream, sixteen hours thirty-seven minutes made in 1870, the *Ruth* held the record from Natchez to New Orleans, fifteen hours four minutes, made in 1867. This time stood for about forty-two years, you observe, and no one ever called for the special pair of horns she won, which I still own. They are all that's left as trophies of the fleet and of the magnificent *Ruth*, a champion in her day.

I have contemplated presenting these beautiful horns to the battle-ship *Mississippi* for her recent achievement. They are now being regilded with virgin American gold-leaf, and I have ordered a diagram of a solid American silver shield, surmounted by the American Eagle with ribbons, and in miniature a chased figure of the battle-ship *Mississippi* with her time following; underneath in miniature the outlines of the *Ruth* and her time; beneath all this the inscription: "Beat this time and take the horns."

The Sun editorial veils the glamour of the *Mississippi's* victory, and if she has not fairly earned the horns in my possession I lose the golden opportunity of commemorating the event fittingly. I personally know that the *Mississippi* earned them in covering the 285 miles of the river down-stream. No other floating craft has ever claimed them, while the battle-ship can do so.

WHEN JOHN MITCHELL MISSED THE CIRCUS

JOHN MITCHELL, the labor leader, has recently been telling the interesting story of his boyhood days. "I have no recollection," he says, "of a childhood which meant freedom from care and in which play and laughter and pranks had their place." The story is full of hardship and poverty, but through it all Mr. Mitchell, in looking back, manages to see

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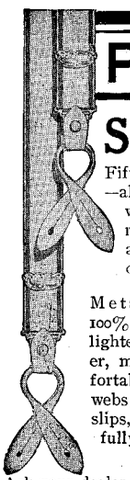

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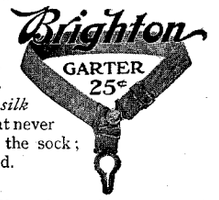

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some humor. We quote one incident from his narrative in *The Circle* (June). He says:

Coincident with the advent of a stepfather and the retirement of the washtub, a new spirit of liberty took possession of me, and the opportunity of exercising the inalienable rights of every boy presented itself. A circus was coming to Joliet, the county seat, some twenty-one miles distant, and all the boys in the neighborhood were going. I decided that the game was worth the candle and that, regardless of what might follow, I would throw in my lot with the other boys and see the circus. Late that night, therefore, I slipt away from home, and, along with a score of other chaps, boarded a freight train which landed us in Joliet before daylight in the morning. The dawn was just breaking as we reached the show grounds and the wonder of the scene spread itself before us. Men were hurrying here and there, driving stakes and unfolding canvas. It was a scene of animation such as I had never witnessed before. One can imagine my joyous surprize when a man approached our group of boys and asked us if we wanted a "job," the wages to be admission to the big circus. We all jumped at the chance and very soon were working like Trojans, as it was necessary to have everything in readiness for the first performance at ten o'clock in the morning.

After the tents were erected and the seats put in place we were transferred from this field of activity and put to work carrying pails of water from a distant well to the menagerie. I thought that our task would never be completed. As we had had no sleep the night before and no breakfast in the morning, and as we had worked continuously from three o'clock and it was now approaching ten, I was so nearly exhausted that I could scarcely bear up under the burden of the two pails of water I carried on each trip, but the anticipation of seeing the performance so filled me with delight that I went on uncomplainingly.

To understand the climax of this incident it is necessary to explain that the buckets each boy carried were on the last trip to be his credential of admission, no ticket or other badge being furnished or required. It was now ten o'clock and we were returning with our last load from the well. When I was within fifty yards of the entrance to the circus a boy about my own age, who was not employed, approached me and offered, most kindly, I thought, to carry my buckets for a short distance. I was so tired that I gladly surrendered them to him, expecting, of course, that he would return them to me when we reached the entrance. But to my amazement and chagrin he walked right in to the circus, and when I attempted to follow him the attendant in charge seized me by the collar, demanding to know what business I had entering the circus. All my attempts to explain that I had been made the victim of another boy's duplicity availed me nothing; he had no time to investigate my story; his only means of identifying the boys who were employed was by the buckets they carried, and as my good Samaritan presented the necessary credential I was regarded in the light of an impostor and pushed angrily aside.

With hopes crusht on the verge of realization, and with a heart burning with a keen sense of injustice, I turned away and started on the long walk back to my home. Arriving there faint from hunger and fatigue, unable to explain satisfactorily or to excuse my absence, I was subjected to the further humiliation of what was, perhaps, a well-deserved, tho a severe, chastisement at the hands of my stepmother. And then the next day, as tho to complete the full measure of my unhappiness, my erstwhile companions returned, bubbling over with stories of the splendor of the show, and taunted me with jibes upon my misfortune.

This was the straw that broke the camel's back; I concluded that fun and adventure were not intended for me; that I was born to work and not to play, and going boldly to my stepmother I told her that I was determined to leave home and seek employment on a farm. This, I imagine, she was not sorry to have me do; at least, she offered no strong objection to my plan. Wrapping up the few clothes I had I said good-by to her and to what had been my home.

Why They Waited.—SPECTATOR—"Why don't they begin the duel?"

"They are waiting for the photographies."—*Meggendorfer Blaetter.*

Natural Affinities.—"There seems to be a strange affinity between a colored man and a chicken."

"Naturally. One is descended from Ham and the other from eggs."—*Kansas City Journal.*

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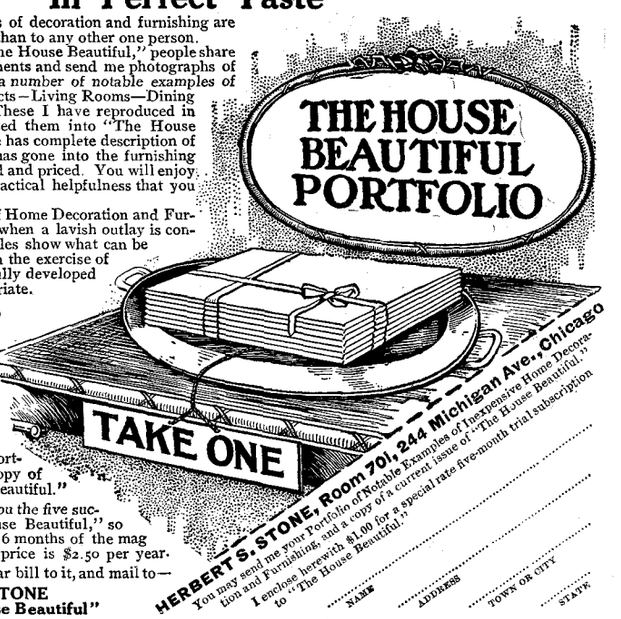
Notable Examples of
INEXPENSIVE DECORATION & FURNISHING
In Perfect Taste

I think perhaps more examples of decoration and furnishing are submitted to me in a given time than to any other one person.

Because I edit and publish "The House Beautiful," people share with me the joy of their achievements and send me photographs of their triumphs. I have selected a number of notable examples of really beautiful and correct effects—Living Rooms—Dining Rooms—Halls—Bed Rooms. These I have reproduced in natural colors and have collected them into "The House Beautiful Portfolio." Each plate has complete description of the rooms with every thing that has gone into the furnishing and decorating, accurately named and priced. You will enjoy their beauty, but it is in their practical helpfulness that you will appreciate their true value.

Artists who make a business of Home Decoration and Furnishing submit such plates only when a lavish outlay is contemplated. These notable examples show what can be done with limited means through the exercise of careful selection guided by a fully developed understanding of what is appropriate.



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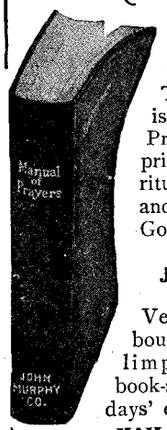

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What Did He Mean?—FAIR CLIENT—"I want you to sue that woman for $5,000 damages! She stole my husband's affections!"

LAWYER—"But, madam, your husband is well-known in this community. I advise you to sue the woman for a smaller sum—say, $25."—*Chicago Tribune.*

The Hero.—"So Bliggins has written an historical novel?"

"Yes," answered Miss Cayenne.

"Who is the hero of the book?"

"The man who has undertaken to publish it."—*Washington Star.*

Happy Ending.—HE—"So you've read my new novel. How did you like it?"

SHE—"I laid down the volume with intense pleasure."—*Boston Transcript.*

Rather.—"Are you fond of lobster, Miss Flip?"

"Lobster?"

"Yes."

"Oh, this is so sudden!"—*United Presbyterian.*

Timely Tip to Ben Bow.—MARY JANE (to the gentleman with the bow legs, who has called to see her master)—"For 'eving's sake, sir, do stand back from the fire; yer legs is warping most 'orrible."—*Leslie's Weekly.*

Aroused Curiosity.—"Beg pardon," said the hotel clerk, "but what is your name?"

"Name!" echoed the indignant guest, who had just registered. "Don't you see my signature there on the register?"

"I do," answered the clerk, calmly. "That is what aroused my curiosity."—*Chicago News.*

Excelsior.

BY DANIEL A. LORD.

The shades of night were falling fast
When home the lamp-shade came at last,
Which I had bought that very day
In town, packed in a sort of hay—
Excelsior.

My brow was sad when I beheld
To what a size the shade had swelled;
For surely, if it were not such,
They'd never, never need so much
Excelsior.

I bore the package to my room.
For how could I foresee my doom?
I pushed the desk and table back
And slowly started to unpack
Excelsior.

I burrowed deep, and downward dug,
Until I'd covered all my rug.
I spread it then upon the floor,
But still I pulled out more and more
Excelsior.

"It can not be," I said at last,
"That in my haste the shade I've passed."
But tho the lamp-shade I may miss,
I know I never ordered this
Excelsior.

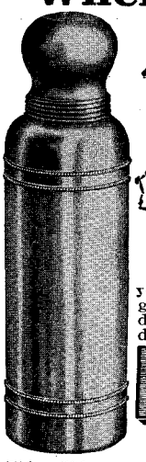
Then it began to fill the air,
The desk, the table—everywhere.
It reached the ceiling, blocked the door,
And yet there still remained some more
Excelsior.

Next morning I, of course, was missed,
And with the shade clasped in my fist,
With hay below and hay above,
They found me in a mountain of
Excelsior.

Now, when I order anything—
A picture or a vase or ring—
I always tell them at the store
To please omit the ton or more
Excelsior.

—*Christian Work and Evangelist.*

When Hunting



you know how well a warm drink goes with your lunch and how seldom you can get it. The thing to do is carry it with you in an

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This will keep your favorite beverage steaming hot for at least 24 hours. Put in coffee, punch, egg-nog, soup, etc., when you leave home or the hotel and whenever you are ready for a treat you will find the drink just as warm and flavory as when first made. Equally useful to keep liquids cold. Beer, lemonade, milk, champagne, etc., remain ice cold in it for 3 days. No hunting kit complete without an Icy-Hot. In plated case, leather covered or plain, with screw-top drinking cup. Handsomest made. Glass inside, easy to clean. Pints or quarts. Reasonable prices.

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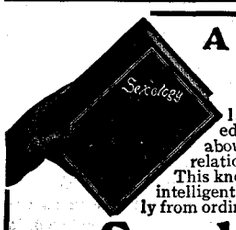

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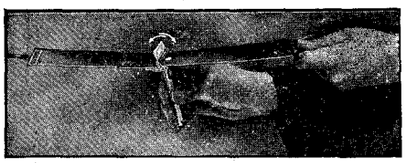

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The Point of View.—"This man is not insane," said the lawyer, "and never has been. To keep him in an asylum is a blow, sir, directed against human rights, an assault upon the sacred institution of liberty, an—"

"But did you not prove last week, when he was on trial for murder, that he had been from birth a raving lunatic?" interposed the Court.

The lawyer smiled in a superior way. "Surely," he said, "your honor would not have it believed that this Court is on the intellectual plane of that jury."—*Philadelphia Ledger*

Reformed.—"My lazy son has at last decided on a profession that he thinks he'll like."

"Good. What has he chosen?"

"He wants to be a lineman for a wireless telegraph company."—*Cleveland Leader.*

In New York.—STRANGER (entering elevator)—"Sixty-four, please."

ELEVATOR BOY—"Yes, sir. Floor or office?"—*Boston Transcript.*

His Early Training.—The cub reporter had formerly been a fire-insurance solicitor and when the city editor sent him to get the particulars of a prominent citizen's demise he handed in the following:

"Mr. J. Howard Smart, a well-known man about town, died of heart failure at his residence at nine o'clock last night. He leaves a wife and two children to mourn his loss—which is fully covered by insurance."—*Chicago News.*

Worth Going to Jail for.—JUDGE (at the close of a trial)—"Prisoner, you may have the last word."

PRISONER—(turning to wife in the audience) "Do you hear that, old lady?"—*Meggendorfer Blaetter.*

Her View of Art.—An old gentleman who owned a fine estate not far from the country seat of the Duke of Devonshire (which is open to the public when the Duke is not there) one day drove with a party of friends to this famous residence, taking with him his housekeeper, Martha, a good old soul who had been with him a great many years.

Arriving at Chatsworth, they passed slowly through room after room of almost priceless pictures. But Martha spake never a word, altho it was evident that she was not missing anything. Each and every picture that her eye lit on underwent a most rigid scrutiny, much to the amusement of the rest of the party.

At last her master turned to her and said, "Well, Martha, what do you think of it all?"

"Why," exploded Martha, rapturously, "I canna see a speck o' dust anywhere!"—*Lippincott's.*

CURRENT EVENTS

Foreign

June 1.—The Zeppelin airship completes a trip of about 900 miles.

June 2.—The preliminary draft of a treaty between Venezuela and Colombia is signed at Caracas.

June 3.—Ex-President Roosevelt and his party reach Kijabe, in British East Africa.

Domestic

WASHINGTON

June 1.—President Taft formally opens the Alaska-Yukon-Pacific Exposition, at Seattle, by pressing a gold telegraph-key in the East Room of the White House.

June 2.—It is announced at Washington that plans for the protection of the Atlantic coast by a squadron of dirigible balloons are to be formulated immediately.

GENERAL

May 20.—Practically every street-car line in Philadelphia is tied up by a strike.

The Patten wheat deal closes on the Chicago Board of Trade. Patten's profits are placed at $2,000,000.

May 30.—Five prominent citizens of Denver are indicted for conspiracy to defraud the Government out of coal lands said to be valued at $1,000,000.

May 31.—The Georgia Railroad and its firemen agree to submit their differences to arbitration under the Erdman Law.

President Taft speaks at the unveiling of a monument to the regular army at Gettysburg.

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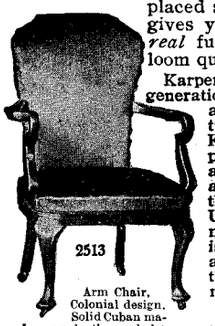
The kind that fades, wears out, or goes to pieces with a little use. It is the most extravagant furniture you can buy—because it has to be replaced so often—and it never gives you the satisfaction of *real* furniture with the heirloom quality.



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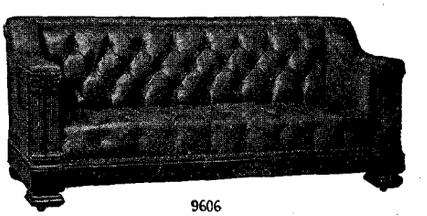

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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

☞ *Inquirers desiring prompt answers will be accommodated on prepaying postage.*

"J. G.," Hackensack, N. J.—"Should the present or the perfect participle be used in this sentence, 'In his speech at the great Berlin banquet William II. is reported as *saying* to the guests,' etc.?"

The following rule for the use of the participle is found on page 222 of Maxwell's "School Grammar": "When an infinitive or a participle refers to a time coincident with, or after, that of the verb in the predicate, the present infinitive or the present participle is used; as, 'I intended *to go*' (meaning, 'At the time indicated my intention was to go'); 'He had no intention of *doing* wrong.' When an infinitive or a participle refers to a time prior to that indicated by the verb in the predicate, the perfect infinitive or the perfect participle is used; as, 'He is reported to *have rescued* the man from drowning'; 'He is not conscious of *having done* wrong.'" According to this rule, the sentence you cite should read: "In his speech at the great Berlin banquet William II. is reported as *having said* to the guests," etc.

"J. L. S.," Philadelphia, Pa.—"Kindly give the rule for determining the correct verb to use in such sentences as 'Five dollars *was* [or *were*] all I could afford."

The following is the rule on the subject you mention: "A multiple, or a sum or collection of units, is viewed as a singular, and should be so used. '*That hundred dollars is* here' is correct when the amount is viewed as one sum. When the separate coins are referred to, the expression is plural; as, *Those hundred dollars were* all coined last year.'"

"J. M. B.," Racine, Wis.—"Will you please give me a reason why the STANDARD is authority on pronunciation? Why should it be used to decide disputed pronunciations?"

THE STANDARD DICTIONARY has been accorded first place as authority in English pronunciation because it is the only dictionary that submitted all words of disputed pronunciation to a committee of specialists throughout the English-speaking world, and thereby inaugurated the first system attempted to secure a consensus of usage for both disputed spellings and pronunciations. As such authority it is accepted as standard in the United States Supreme Court and in the various offices of the different departments of our Government in Washington and also in the Dominion of Canada, and elsewhere.

"L. B. G.," Colorado Springs, Colo.—"(1) Is the phrase 'on the street' considered good English in such sentences as 'He lives *on* Main street'? (2) As I stept into a school-room to ask some questions, I noted that some of the pupils seemed disappointed at my coming; I said, 'I *suspect* you are disappointed because of my coming.' Did I use the word 'suspect' correctly?"

(1) In the United States "on" is often substituted for "in" before "street" in such phrases, but it is colloquial and therefore not good usage. (2) Inasmuch as "suspect" implies that one is almost assured of positive evil, it would appear a somewhat strong term to use in view of the context. "I fear" appears to us a preferable expression, but it is a debatable question, as it is quite possible the same use of the word you indicate may be found in the writings of reputable authors.

"L. J. G.," Morse Bluff, Nebr.—"Please give the correct pronunciation of 'Renaissance.'"

It is pronounced re-nay''sahns' (vowel in first syllable as "e" in "over," vowel in second syllable as "a y" in "nay," vowel in last syllable as "a" in "far"). The "n" in the last syllable is preferably pronounced with a nasal sound.

"C. Q. D.," Jersey City, N. J.—As this is the first call of the kind received by the LEXICOGRAPHER he hastens to reply. The creature said to be undiscovered hitherto which was captured alive by Mr. Roosevelt recently is supposed to be the *okapi* (pronounced o-kah'pee), a giraffoid ruminant discovered by Sir Harry Johnston in the Congo region in 1900. A picture of the animal appears on page 2163 of the STANDARD DICTIONARY; it has been there for about ten years.

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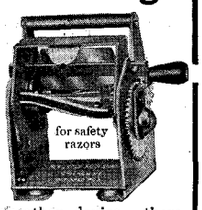

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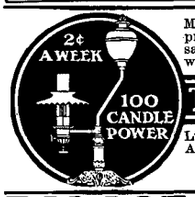

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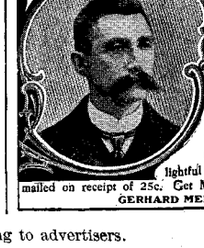

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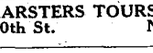

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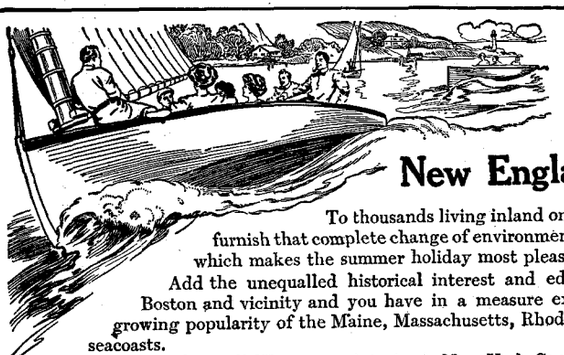

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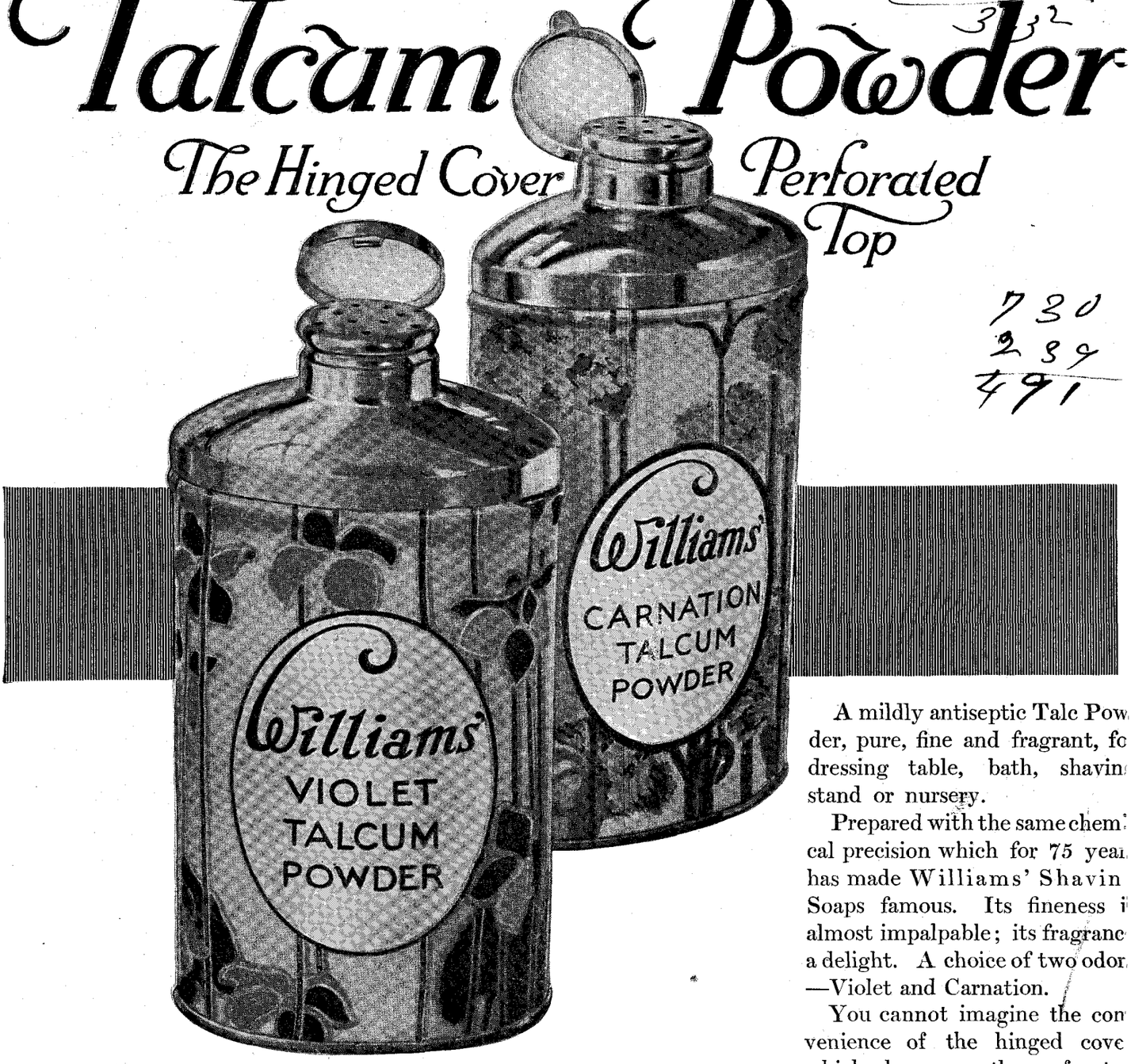
Williams' Talcum Powder

The Hinged Cover Perforated Top



A mildly antiseptic Talc Pow der, pure, fine and fragrant, fc dressing table, bath, shavin stand or nursery.

Prepared with the same chem cal precision which for 75 yea has made Williams' Shavin Soaps famous. Its fineness i almost impalpable; its fragranc a delight. A choice of two odor —Violet and Carnation.

You cannot imagine the con venience of the hinged cove which closes over the perforate top. It opens instantly; avoid the turning and sticking objec tions of the old style revolvin top. No uncertainty about th box being opened or closed, n leaking of powder or escape o perfume.

Ask for Williams' Talc Powde in the Hinged Cover Box.

"A little the choicest Talc in a little the handiest box you ever used."

THE J. B. WILLIAMS CO., Glastonbury, Conn., Makers of Williams' Famous Shaving Stick, Jersey Cream Toilet Soap, Etc

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